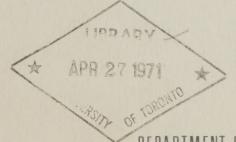
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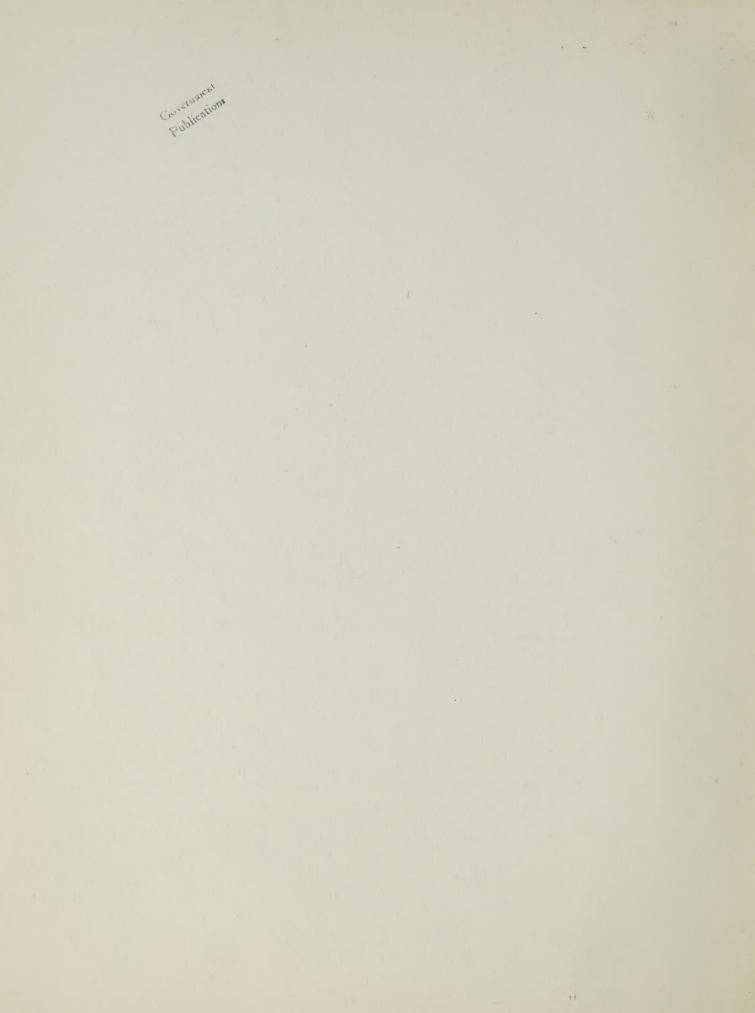
RECREATION

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PRINCE EDWARD REGION CONSERVATION REPORT

RECREATION



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CHAPTER I

THE STUDY IN CONTEXT

A. THE PURPOSE OF THE REPORT

The aim of this report may be summarized as follows:

- i) To review for the Authority the field of recreation planning.
- ii) To review the current status of recreation planning in order that the role of the Authority may become more clear, as well as the context within which the report was prepared.
- iii) To enumerate the specific pressures on the County that bear upon recreation development and the conservation of the environment.
- iv) To assess the current status of existing recreation opportunities in the County.
- v) To report on the potential of the Authority for future recreation development.
- vi) To make recommendations on ways in which this potential may be utilized.
- vii) To present an overall plan of development to guide the Authority programs.
- viii) To present specific development guidelines to assist the Authority in implementing programs.
 - ix) To provide a study, which in conjunction with the 1966 report, will complete the Conservation Authorities Branch's resources inventory of the Authority.

B. FORMAT AND SCOPE OF THE SURVEY

The recreation survey consists of three main phases:

Phase I: Pre-planning — This consists of collecting as much existing relevant information on the Authority as possible for background information.

Phase II: Data gathering

Inventory of existing facilities

In order to assess the supply of recreation opportunities existing in the Authority, a detailed inventory of operating facilities was undertaken. The inventory includes those facilities outlined in Chapter V of this report.

Inventory of potential recreation resources

This phase constitutes the key portion of the survey. The approach taken in this survey varies somewhat from that in previous conservation surveys:

(a) Comprehensive landscape analysis (based on a technique developed by Philip H. Lewis Jr.)

- (b) A comprehensive shoreline analysis.
- (c) Specific site and route analysis.
- (d) Sample site development proposals.

All of the above are discussed in Chapter V

Phase III: Analysis and report preparation

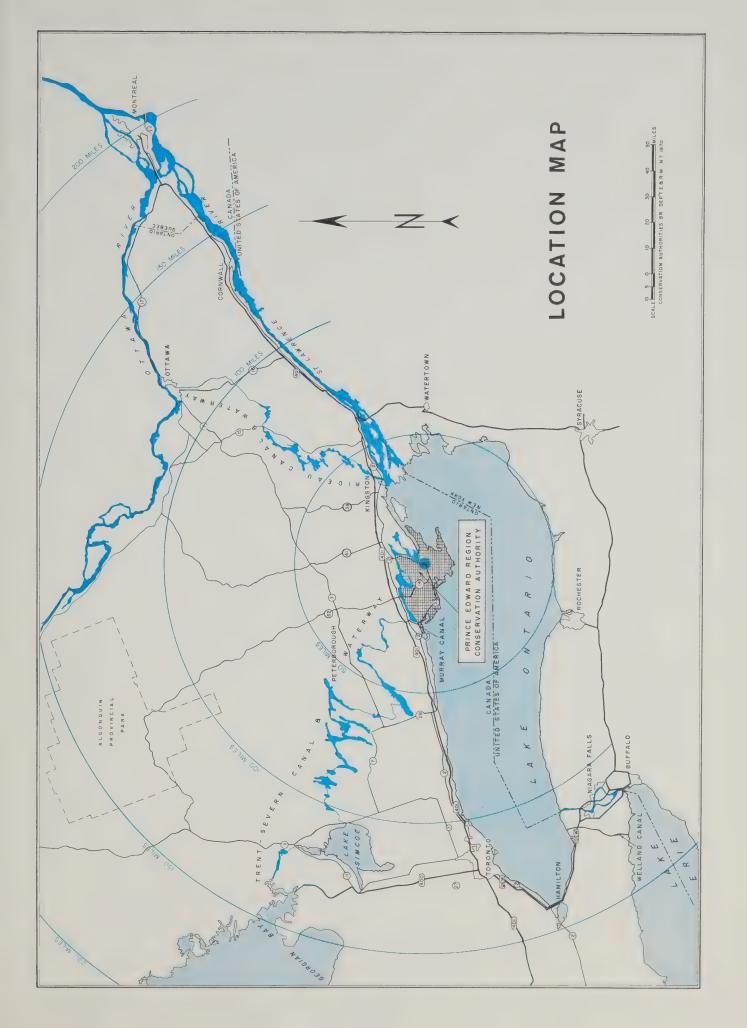
The reporting and analysis of data gathered in the field requires tabulation and organization on a systematic or geographic basis. Until the entire watershed has been examined, it is not possible to make firm recommendations which will be beneficial to the long range development of the Authority. At this stage further analysis and re-evaluation of background information and socio-economic data in the light of the field survey is required.

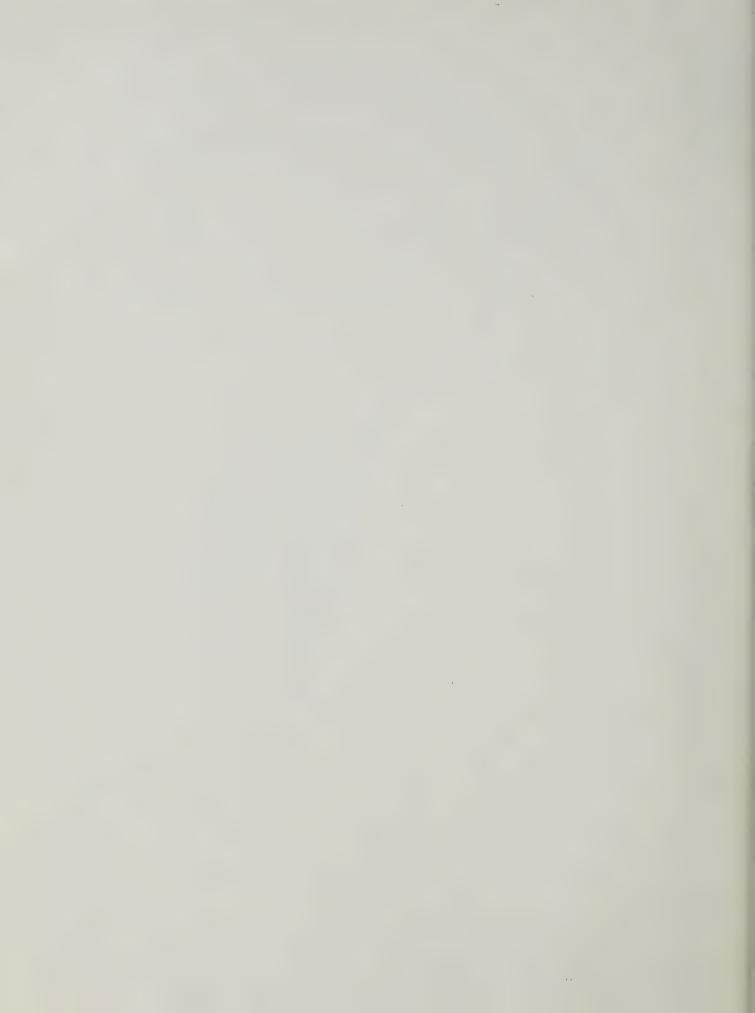
1. In 1966 The Conservation Authorities Branch surveyed the Authority for land, forest, water and wildlife resources. This recreation report constitutes an additional section to that study. Much of the background material will be found in that report, published in 1968.

2. The Lake Ontario Region Economic Survey - 1968

This report deals with the economic situation in the Lake Ontario Region of which Prince Edward County is a part. The report discusses the current regional economy and trends in the recent past. In Chapter 6, "Recreation and Tourist Activity" in the Region is dealt with, but little space is given to Prince Edward County. It is hoped that this report will assist in filling that gap.

3. Concurrently with this study, a County Official Plan is being prepared for the Prince Edward County Council by a firm of planners. It is hoped that the findings of these two studies will complement each other, and mutually assist the County and the Authority in guiding future development in this unique part of the Province.





CHAPTER II

THE AUTHORITY - GENERAL APPRAISAL

A. PERVASIVE FACTORS

1. SITUATION

Prince Edward County is located approximately mid-way between Toronto and Kingston. It is further bracketed by Ottawa, Montreal, Peterborough and the population concentration of the Golden Horseshoe and southwestern Ontario west of Toronto. The Thousand Islands Bridge to the United States is within a two hour drive to the east. The County is within an easy day-trip zone of all centres between Kingston and Oshawa. In addition, it is within the weekend zone of people living in Montreal to London, north to Ottawa and a large portion of upper New York state. This area would include a population in the order of ten million. Although gross population within such a zone does not necessarily indicate the number of visits that can be expected to any area, it does reflect the potential market from which visitors, can theoretically be drawn. Success in drawing vacationers depends on many factors, both internal and external to the region, and these are the subject of this section of the report.

2. TRANSPORTATION FACILITIES

By far the largest percentage of recreational trips in Ontario (like most of North America) are by automobile. Prince Edward County is easily accessible from the MacDonald-Cartier Freeway (Hwy. 401) by all exits from No. 87 (Wooler Road on the west) to 96 (Hwy. 2 at Napanee in the east). The most direct and heavily travelled routes are those provincial highways which enter the peninsula at four locations. Highway 33 exits off 401 at interchange 88 in Trenton, and enters the county at Carrying Place (the only natural landlink with the mainland, which was breached by the Murray Canal in 1889, making Prince Edward County in fact an island.) From Carrying Place, Hwy. 33 makes loops down the west side of the county to North Bay then swings east through Wellington and Bloom-lield, the County Seat and location of the Authority Headquarters. The highway then continues east along the south-shore of Picton Bay to Glenora, where a Department of Highways Ferry crosses to the mainland at Adolphustown and the highway continues on to Kingston. (This route was part of the main road between Kingston and York in the 18th - 19th Century.)

The Bay of Quinte has been bridged in two places. At interchange 91, Highway 14 passes through Sillsville and crosses the Bay to Rossmore, then continues south through Mountainview to Highway 33 at Bloomfield. From interchange 94 via Highway 2, Highway 49 enters the county at the extreme northeast tip of Sophiasburgh Township. Formerly this was a ferry crossing, but a high level bridge known as the "Quinte Skyway" was opened in September 1967. Highway 49 parallels the shore of Long Reach and terminates at Highway 33 at Picton.

In addition to these three provincial highways there is an excellent system of two lane, hard surfaced county roads as well as a rather dense network of gravel surfaced township roads.

Two airports exist in the county, one at Picton and the other at Mountainview. Both were military bases. However, Camp Picton is in the process of being disbanded, and private as well as light commercial aircraft have access to this facility. The Mountain View Airport is used exclusively by the Air Force.

Marine facilities catering to the private yachtsman exist in the county and will be discussed in more detail in Chapter V.

Public transportation services in the county are very limited. The Canadian National Railway terminated passenger service from Trenton to Picton in the mid - 1950's and now the line is used for limited unscheduled freight service.

There is daily bus service from Belleville to Picton. However, in-county bus service does not provide ready circulation.

Travel without a personal motor vehicle is difficult, but with such a mode of transportation it is easy and pleasant. Further reference to the scenic attractiveness of motoring in Prince Edward County is made in succeeding chapters.

3. POPULATION

Prince Edward County has traditionally been an area of slow population growth. Between 1961 and 1966 population change was in the range of +0.1 to 10 per cent, and in 1966 had less than 1.5 per cent of the total Provincial population. In 1966 the population density was 50.8 persons per square mile. By 1969 this had dropped to 50.4. The natural increase in 1966 population compared to 1961 was about 6 per cent; however, there was a net outward migration slightly in excess of 6 per cent accounting for a decline in population and therefore of population density. In 1969, 68 per cent of the population lived in the rural municipalities. However, there has been a net off-farm migration in the county with an increase in ownership of rural lands by both resident non-farmers (who may be working elsewhere or retired) and non-resident owners of second retreat or vacation homes, many of which are being looked upon as potential retirement homes. The remaining 32 per cent of the population resided in the Town of Picton and the Villages of Wellington and Bloomfield. Considerable rural nonfarm ribbon development has occurred along county and township roads adjacent to the urban centres, particularly along County Road 3 between Carrying Place and Rossmore. (See Fig. 11) A number of cottages account for the bulk of new land ownership along the lakeshore. (See Fig. 11)

This trend toward acquisition of land for vacation and retirement homes will accelerate and create a new set of land control problems as well as administrative requirements. The necessity for meeting this development has been recognized by the county in retaining consultants to prepare an Official Plan.

The Ontario Department of Treasury & Economics projects a 1986 population of 30,000 for the county, and it is expected that much of this increase will be located in new rural housing. This magnitude of population, (while not great in relation to some other areas of the province), could have a devastating effect on the potential of the region to maintain its unique environmental character if it is not carefully controlled. This character is its primary attraction for the

TABLE 2-1
POPULATION - PRINCE EDWARD COUNTY

Assessed Population Municipality 1963 1966 1967 1968 1969 Town Picton 5,035 4,835 4,821 4.694 4,703 Villages Bloomfield 729 723 716 714 717 Wellington 970 874 1,015 924 905 Townships Ameliasburgh 4,120 3,789 4,070 4,155 3,937 Athol 1,099 1,135 1,063 1,073 1,060 Hallowell 2,976 3,025 3,056 3, 255 3,192 Hillier 1,328 1,387 1,382 1,336 1,365 Marysburgh, North 1,040 1,035 1,028 1,016 1,060 Marysburgh, South 885 891 876 926 947 Sophiasburgh 1,611 1,664 1,534 1,628 1,645 County Total 19,755 19,836 19,152 19,543 19,678

Source: Ontario Department of Municipal Affairs; Municipal Directory, 1964-70.

recreation tourist industry. More will be said of this in succeeding chapters. Problems of municipal services, particularly water supply and sewage disposal, could become critical.

4. THE LOCAL ECONOMY & THE ROLE OF TOURISM & RECREATION IN SUPPORTING IT

Traditionally, the region has depended on primary industry as its source of income. Since the pioneer days, agriculture has been the mainstay of the economy, though it has not been particularly prosperous due to the generally low capability soils.

Tourism and recreation play a very significant role in the economy of this Authority. Contrary to popular opinion, however the tourist / recreation element is not self-sustaining, nor can it be viewed as the panacea for all the region's economic ills. Very often recreation is looked upon as a means of gathering quick returns with minimum investment in land, labour or capital. The touring public is becoming more critical of the opportunities available and is less apt to accept inferior quality than in the past. This ability to discriminate among areas and facilities is the result of greater mobility and affluence, and prompts visitors to seek another, satisfying area, if one experience has been disappointing. This situation greatly increases the competitive spirit among recreation destination zones, and requires increased inputs of planning and capital in order to provide a high quality saleable environment, both in terms of commodity and service. More sophisticated techniques must be employed in the future - the most necessary being the wider utilization of those resources with which the area is naturally endowed. These are unique resources and therefore provide the key to developing an image which will sustain people's interest and encourage a return visit to the area. The corporate achievements of the Conservation Authority will have a very great effect upon the tourist/recreation industry and its ability to create that sought-after, optimum image.

The ultimate prosperity of the tourist and recreation industry depends upon the rational stimulation of requisite development. The region is admirably suited to building a vital tourist/recreation economy based on ecologically sound management principles. In addition, if there is a firm conviction on the part of local decision makers that one of the avenues of growth exists in the tourist/recreation sector, then the idea must be sold to the public at large so their support and co-operation is forthcoming. Through a carefully planned multi-agency promotional campaign, the importance to the region of environmental maintenance will become apparent to the general public.

In 1961, the income from the tourist/recreation industry in the county was established in the order of \$173,000. It directly supported about 410 local workers. However, Knetsch has estimated that the economic multiplier from user expenditures in the recreation section to be in the following range: "For every dollar spent in the community... the total economic activity generated was found to be \$1.56 for hunter-fishermen, \$1.58 for the tourists and \$1.62 for the summer home owners. The multiplier was also found to vary by type of expenditures from \$1.31 for gas station sales, \$1.93 for food and beverage sales to \$2.19 for local taxes paid by the hunting camp or summer home owner."

"If recreation is to improve the economic well being of the community, it is important to consider the extent to which the area will attract the visitors. Not all areas attract a large number of people and a realistic appraisal of the demand potential is of prime importance. A further consideration is how long visitors are likely to remain in the area, where they come from, their income level, and other factors which influence the expenditures that are likely to be made in the area."

These statistics indicate that the tourist/recreation sector generated something in the order of \$260,000 in 1961.

Recognizing the risks involved in any recreation enterprise, due particularly to the short season and the dependence upon weather, effort must be made to stimulate a variety of opportunities, and to develop a system of year-round attractions in the area.

The Authority has an obligation to use its influence: first, in opposing local deleterious environmental change, and second, in assisting more senior levels of government in promoting beneficial environmental planning.

Good planning allowing for adequate open space and recreational amenities has proved to be of real economic and social benefit. Taylor has outlined the local benefits accruing from Outlet Beach. He calculates an economic multiplier in the order of 1.6 and the creation of employment for about 400 persons.

Because the Conservation Authority pays taxes, the value of an open space system under its management is magnified. Where this is superimposed upon increased assessment on adjacent private lands, the value is even higher.

D. JURISDICTION & ADMINISTRATION UNITS IN THE PRINCE EDWARD AUTHORITY

Within Ontario some 10 provincial, as well as several Federal agencies and all municipalities are involved in the planning of recreational open space. In certain cases the involvement is very direct; in others, it is rather peripheral. This section summarizes that involvement in order to assist the Authority in understanding the full scope of recreation planning and in recognizing the implications of interdepartmental liaison and co-ordination. In this regard, the scope of responsibility to be considered in environmental planning will be discussed in Chapter III.

1. FEDERAL AGENCIES

(i) Department of Indian Affairs & Northern Development

At the present time the National Parks Branch controls no land in Prince Edward County, the closest National Park being the St. Lawrence Islands.

The Canadian Wildlife Service controls two wildlife sanctuaries at Timer Island and Beecroft Point; both are important to the management of migratory water fowl.

(ii) Department of Transport

The Canals Division controls all waterways, including the Murray, Trent and Rideau canals. In addition, responsibility for navigational aids falls within the Department of Transport. The canals cater almost exclusively to recreational boaters, as do the inshore boating aids. Operation and maintenance of lighthouses come within the above category and in addition to their utilitarian function, they have a definite tourist attraction. Abandoned lighthouses, due, to their site and historical implications, should be viewed as latent recreation sites. Their disposal to private ownership is a practice that should be discouraged by the Authority.

(iii) Department of National Defence

Although this Department is not directly involved in recreation, it does have extensive holdings in the Authority. The disposal of these tracts is of

considerable interest to the Authority insofar as they have potential for conservation land. A large proportion of this property abuts the shoreline.

(iv) Department of Regional Economic Development (A.R.D.A. Branch)

There is provision in the ARDA under Rural Development Programs for the consolidation of marginal agricultural land. The Authority has already initiated investigations regarding the opportunity for co-operation with ARDA in securing open space on the former Department of National Defence lands mentioned above. These properties are being released through the Crown Assets Disposal Corporation.

(v) Energy, Mines & Resources - Inland Waters Branch

Major responsibility for investigation in the rehabilitation and maintenance of water quality in the Great Lakes falls to this agency. In the summer of 1969, this agency conducted a research study in Prince Edward County waters, dealing primarily with the shoreline and inshore aquatic environment.

2. PROVINCIAL AGENCIES

The following is a summary of provincial agencies involved in the management of recreation and open space.

- (i) Department of Agriculture & Food
- 1. Assistance to the maple syrup industry: This program under the Agricultural Rehabilitation & Development Act is designed to assist farmers in developing sugar bush operations. Prince Edward County is in the list of designated municipalities eligible for this assistance. Several Authorities have successfully established sugar operations for educational and tourst attractions.
- 2. Grants for Community Centres: The Community Centres Act makes money available for the establishment of certain types of recreation facilities in communities. It is administered by the Agricultural & Horticultural Societies Branch.
- 3. Hunter Damage Compensation: A Hunter Damage Compensation Act is established in order to compensate farmers who have suffered loss to livestock or property as a result of hunting on their land. Knowledge of this program would assist the Authority in negotiating arrangements for public hunting on private land in Prince Edward County.
- (ii) Department of Education
- 1. Colleges of Applied Art and Technology: The recent establishment of Loyalist College in Belleville makes available to the Authority the opportunity of having research undertaken by staff and students of that institution. This privilege and availability of assistance should not be overlooked.
- 2. Community Programs of Recreation: Administered by the Youth and Recreation Branch, this aid program assists municipalities in establishing community programs for recreation, and assists in paying the salaries of full-time municipal recreation staff. Cities, towns, villages, townships and counties are eligible for assistance under this program. A similar program entitled Community Recreation Services makes available consulting staff to local agencies in the establishment and operation of programs relating to, among other things, leisure education.

- 3. Grants to Non-Profit Camps: Also administered by the Youth and Recreation Branch; this program offers assistance to any organization conducting a non-profit program of camping.
- 4. Recreation Resource Centre: This Centre operated by the Youth & Recreation Branch provides information about educational and recreational opportunities for Ontario residents. The Section is concerned with the special needs of youth for training in leisure activities. Materials such as books, reference material, films and tapes can be loaned to municipal recreation committees, school boards and private agencies in the recreation field. The Conservation Authority would be eligible for this program.

(iii) Department of Energy and Resources Management

It is perhaps unnecessary to outline programs available in this Department in view of the nature and source of this report. It may be noted, however, that this report is a portion of the resource analysis of watersheds made avail-to Conservation Authorities by the Government of Ontario.

(iv) Department of Health

1. Grants to Health Units: While this program is only indirectly involved with recreation, it is the local Health Unit which must be consulted for approval of tourist and recreation sanitary and health facilities. It is important that the services of this agency be thoroughly consulted early in a program in order that unnecessary delays or improper developments will not occur.

(v) Department of Highways

- 1. Assistance to Municipalities for Road and Street Works: This program is administered by the Municipal Roads Office of the Operations Branch. It provides assistance to municipalities in the construction and maintenance of roads, bridges and culverts. In connection with the development of scenic roads in the county there may be some situations in which assistance from this program could be of value in the establishment of the recreation system in the Authority.
- 2. Development Roads: There are certain situations in which a development road may be applied for as an adjunct to the promotion of a touristor recreation scheme. The Authority and the county should bear this in mind during the implementation phase of the recreation and scenic road system.
- 3. Sidewalks on the Kings Highway and County Roads: This program is available to townships. Although this situation has not been put forward in the past, consideration might be given to making application to the Department of Highways for assistance in building bicycle paths parallel to county roads under this program. These facilities would, in addition, be useful for pedestrian pathways or sidewalks. As part of the proposed recreation system, consideration should be given to the establishment of routes for recreational cycling.

(vii) The Department of Tourism and Information

1. Assistance to Regional Tourist Organizations: Through the Tourist Industry Development Branch financial assistance is provided to regional tourist councils. The Authority should seek to establish good working relationships with the regional tourist council in the promotion and development of the Authority's recreational system. Mutual benefits will accrue to the Authority and the tourist industry if such co-operation is established.

2. Preservation of Historic Sites: Municipalities and associations interested in developing and preserving historic sites may apply to the Ontario Heritage Foundation for assistance. The purpose of this program is to preserve and develop historic sites and buildings for the enjoyment and benefit of the people of Ontario. The Ontario Heritage Foundation was established to acquire by purchase, donation or lease, and to restore and manage property of historical and architectural interest or to support like activities by municipalities or associations. Donations to the foundation either of money or historic lands or buildings are classified as charitable contributions. The Authority should make itself aware of the provisions available under this program.

(viii) The Department of Transport

Airport Grants: Any municipality, corporation or individual wishing to establish, extend, improve or maintain an airport may apply to the Airstrip Development Section. The purpose of this program is to develop and improve airport facilities throughout the province. As time goes on the volume of recreationists and tourists utilizing private aircraft will tend to increase, and the availability of suitable ground facilities in the county will be of considerable significance in catering to this demand.

(ix) The Ontario Water Resources Commission:

Various programs for testing and approval of water quality are available to the Authorities. With respect to recreational water quality, assistance should be sought from this source in the development of water-oriented facilities.

(x) The Hydro Electric Power Commission of Ontario

With urban development, the necessity for power sources in the county will occur. The Authority should be aware of the impact of such facilities on the landscape and be in a position to co-operate with Ontario Hydro in the siting and design of such future utility lines as may be necessary, so as to minimize the impact on the landscape.

3. LOCAL AGENCIES

(i) The Municipalities:

Each town, village and township has the power and responsibility to provide essentially local recreation facilities. The program of the Picton Recreation Commission is outstanding for a town of its size. The Commission operates six parks and playgrounds in the town in addition to utilizing schoolground facilities for recreation programs. The agency administers the arena and fairgrounds. Activities for all age groups from pre-school to senior citizens are provided, as well as team sports, individual athletics, crafts, a band and carnivals. In total, there are over 80 programs that reach a very large proportion of the population in the town.

Local parks are operated in the villages of Bloomfield and Wellington. Both offer some organized activities, particularly day camps for children during the summer.

Most of the rural municipalities have some local recreation facilities. The county and municipal councils with their boards and committees play one of the key roles in any scheme to manage the total environment.

(ii) Quinte's Isle Tourist Association

This body, in which most tourist operators hold membership, distributes information regarding recreation and vacation opportunities in the region. It, along with the Bay of Quinte Regional Tourist Council and the county are major determiners of the direction in which the tourist/recreation industry in the county will develop. These organizations can be influential in working toward an environmental quality which will promote the long range viability of tourism. These organizations are all linked to the Lake Ontario Regional Development Council, whose prime function is to stimulate the economy. It is essential, however, that economic stimulation is achieved in such a way as to avoid jeopardizing the non-renewable amenities that now exist.

(iii) Prince Edward County Historical Society

Much of the attraction of the Prince Edward Region lies in its cultural heritage, and the interaction of man and nature over the years. The Historical Society has played a leading role in researching, interpreting and preserving this information, and is an important group involved in another facet of conservation and environmental management for recreational and educational purposes.

(iv) Miscellaneous

Numerous bodies, including naturalists, yachtsmen, hunters, anglers and youth groups collectively comprise an important segment of the population whose primary concern should be wise management of the environment. Their individual aims may vary, but on the broad scale they may all be able to agree on the overall terms and objectives of conserving and managing open space for various uses.

The purpose in providing the above summary is to emphasize the array of agencies which have close involvement with recreation and environmental management. It may function as a check-list for the Environmental Management Advisory Board and assist them in keeping abreast of developments in performing adequately their recommended role.

C. THE LANDSCAPE

In the Forest and Land Use Section of the 1968 Conservation Report, a brief résumé of the geological history of the peninsula was included. The reader may refer to that source for background.

Prince Edward County has not been abused to the extent that many parts of the province have, and for this reason it maintains the charm and interest of a rurally oriented community. The responsibility to ensure that this most valuable resource is not lost, is incumbent on the Conservation Authority. The importance of practicing a land ethic in the 70's is the most crucial task that must be performed.

D. THE INHERENT PROBLEMS FACING THE AUTHORITY WITH RESPECT TO ENVIRONMENTAL AND RECREATIONAL MANAGEMENT

The advantages and opportunities available to the Authority consist of an ideal location, pleasant climate, an attractive landscape and a long and varied shoreline — all in a relatively unspoiled state. The peninsula has been insulated from many of the undesirable aspects of rapid urban and economic growth because of its physical boundaries, and thus is an ideal planning unit. Its most valuable

resource is an element of the population whose values seem to embrace an innate regard for the land.

What are the problems that face these trustees of the land?

1. Increasing demands on the landscape

These pressures will come from two sources: (a) The leisure seekers and (b) The profit seekers.

The former group has been analyzed to some degree, and is the basis for this report. They will be the consumers of outdoor recreation and tourist opportunities in the Authority, and will contribute significantly to the regional economy.

The latter group, "the profit seekers", will be catering to the "leisure seekers" and are motivated by the potential return to be realized from a business venture. With very few exceptions, they will be willing to sacrifice environmental values to a higher profit margin. "They will be purveyors of progress", and will emphasize the regional economic stimulus and increased employment resulting from their efforts. Seldom, however, will they advertise their injurious influence on the environment.

The role of the Authority must be to ensure that the environmental values are getting a fair weight in any proposals to develop the area.

The problems suggested below derive from a basic change in demand which in part is a function of increasing populations and diminishing natural resources.

2. Mounting Land Pollution

This is a problem resulting from inadequate planning. It can only be checked with a satisfactory official plan which is rigidly enforced. More important than force, however, is public recognition that it is the only reasonable approach to take. Each decision must be made compatible with, and part of, advancement toward the ultimate plan for the region. Site selection and development, road construction, utilities development and open space planning are all factors which can contribute to, or detract from, the spirit of the plan. Necessary planning decisions would include the following examples: the clustering of permanent and vacation homes in subdivisions to conserve land and open space, as well as making servicing more efficient; the site planning, management and rehabilitation of pits and quarries; the avoidance of the wanton cutting of roadside trees for upgrading road standards; the regard for landscape aesthetics in the establishment of high voltage power lines; the siting of garbage dumps, junk yards and other obnoxious land-uses; and the control of unsightly premises.

Improper land use, leading to land pollution, can occur both in kind or in degree. A subdivision of 20 buildings may be acceptable where one of 50 would not. A park may be able to carry 2,000 persons per month but not 5,000. These factors must be considered in any plan.

3. The Shoreline

Of all the resources of the Authority, the shoreline is the most pervasive, most fragile and most in demand. Management of the shoreline is a specialized cate-

gory of land stewardship related to water quality. The economic prosperity of the recreation industry depends heavily upon unpolluted water.

4. Land-Price Escalation

The Authority faces a crisis in attempting to match a limited capital budget to rapidly rising landvalues. In particular, shoreline values have more than tripled in the last 10 years. Attempting to bring the open-space/population ratio (particularly in southern Ontario) into balance is an increasingly difficult task. Fee simple purchase of all desirable lands, should be viewed as only one of several methods of securing control over land. The Authority must be aware of the potential for land acquisition inherent in gifts of land and monetary bequests to the Authority. As well, less than total rights to land represented by easements, rights of trespass, land leasing and leasebacks are valuable control techniques.

It is urged that the Authority investigate these concepts to increase its holdings.

5. Inter-Agency Co-operation

It will be incumbent upon the Authority to use its influence to promote good working liaison among the various agencies, levels of government and jurisdictions with planning responsibilities in the region. This is one of the most important programs the Authority could undertake, and will influence the ultimate success of the recreation system.



CHAPTER III THE RECREATION SYSTEM

The following is a definition of a parks system: "Within a given land area all parks, no matter how large they may be, or for what purpose they were established, are related to each other, to the use of resources in the landscape which includes them and to the society which supports them. Reservation of land and water resources, particularly for parks and recreation, exert as profound an influence on the use of the resources surrounding them and upon the societies which control their fate as society and historic land-use patterns exert on the reserve; parks cannot be considered in isolation."

In proposing a system of parks and open space to be established in the Prince Edward Region, one is in fact considering a regional sub-system of parks, which is an integral part of the provincial system. The purpose in viewing park planning this way is to provide the widest range of opportunities for recreation possible, given the constraints imposed by local conditions and altering the natural ecology of the region as little as possible. Inherent in the conservation philosophy is the concept that the quality of the environment has intrinsic value, and extrinsic developments imposed on the landscape should enhance and complement what nature has provided. They should be undertaken only insofar as they provide greater opportunity for people to enjoy and understand the areas in which they live or visit.

Utilization of the "environmental corridor" concept is one technique designed to assist the planner in locating parks and open space in those areas which: a) provide the greatest natural potential for offering this enjoyment and variety in relation to the landscape and b) provide a conceptual framework within which various classes of open space land may be seen in context with the whole range of opportunities in the area.

The purpose of describing the various elements in Chapter II was to illustrate the complex array of variables that bear upon this particular subsystem. In Chapter IV the inventory of existing and proposed recreation sites brings out the total range of individual elements within the system as it is visualized for the future.

It must be recognized that a complete park system can be viewed in various ways. It may be:

- a) the full range of park's administrations, from national through provincial to local or municipal.
- b) the full range of land types which provide opportunities that run from strictly resource oriented (wilderness) to the strictly user oriented (a highly developed playground or sports facility).
- c) the full range of activity opportunities from entirely passive (for example landscape viewing) to very active (e.g. waterskiing or rock climbing). Combinations of these two extremes will occur in most parts of the system, depending upon the user's own perception of the

site, his interests, age, health and cultural, educational, social and economic circumstances.

Since no single element in the park system is entirely sufficient to meet the leisure demands of all users, it is desirable to provide within the system the greatest possible range of recreation opportunities. In so doing, the inherent capability of each element will be optimized. This will increase opportunities for each socio-economic group by providing sites and facilities where latent demand will be realized in active participation. Very often it is the non-users that cause concern. Why are they not being attracted to existing opportunities? The answers to many of these motivational questions that bear upon outdoor recreation remain to be answered, though progress is being made which will assist planners in recommending a more satisfying mix. The more comprehensive the plan, the greater the social service that parks and open space will provide, and the more beneficial the environment will become in providing recreative options.

In a planning area such as the Prince Edward Region, there is merit in recognizing the approach that Britain takes to her National Parks. Instead of land units as we know them in North America, (in which all development is excluded except that which is oriented to recreational activities), a National Park in Britain is essentially a zone of rigid planning control. The maintenance of a high quality environment is paramount in approving or disapproving any land-use change. In the broad sense, they are very large, multiple use conservation areas. Normal life and commerce goes on, subject to rigid quality control.

Some selected statements from the Report of the National Parks Com-mittee (Britain and Wales) will serve to illustrate the concept involved.

1. BUILDING

"In certain areas of the Parks, especially in existing towns and villages, some new development for residential purposes or for local rural industries may well be necessary. If, however, National Parks are to be representative of the best of our scenery, the highest standards must be set for the siting, design and construction of all buildings within their boundaries. The protection of rural peace will particularly demand that new development should not be scattered, but should, wherever possible, fit compactly into existing towns and villages. The greatest care therefore must be taken to ensure that any housing schemes permitted in the Parks do not mar the beauty of their setting or conflict with the architectural character of the town or village of which they become part....We have noted in the course of our surveys the disfigurement caused to the landscape and to many pleasant towns and villages.... by existing unsightly buildings - bungalows, shacks, corrugated iron structures, or derelict properties. We consider that the worst of these disfigurements should be gradually modified or removed, and that the powers available to local planning authorities for this purpose should be more strictly applied in National Parks than in other areas."

2. AGRICULTURE

"Farming undoubtedly contributes more than any other human activity to the character of the English and Welsh landscape and it must be the constant concern of the National Parks Commission and the Parks Committees to foster the interest of farmers within the National Parks to avoid burdening them with vexatious control, unnecessary expenses or other embarrassments. There are however certain directions agricultural practice (past or present) may impinge upon landscape beauty and popular enjoyment, particularly in:

- a) the construction of agricultural buildings
- b) the extensive conversion of moorland into pasture by new methods of mechanical cultivation
- c) the eradication of hedgerows and banks and their replacement by wire fencing
- d) the felling of hedgerow or other timber, and
- e) the occasional interference with views by high banks and tall hedges.

.....Agricultural buildings will be subject to planning control under the new Bill in much the same way as other forms of development.If conversion from heather moor to grassland were undertaken on a large scale it might be necessary for the National Parks Commission to acquire and preserve limited areas of moorland for the sake of their natural beauty or interest. The obstruction of views by high banks and tall hedges, which particularly affects scenic motor roads in certain areas, may occasionally call for special treatment."

3. FORESTRY

"Trees and woodlands, and the wealth of woodland flora and fauna, will contribute so much to the beauty and the interest of the Parks that their preservation and maintenance must be a vital factor in National Park planning. The protection of privately owned amenity woods or trees can be regulated by the tree preservation procedure of the new Bill....the National Parks Commission should be empowered to enter into agreement with landowners in National Parks, covering the felling, management or planting of woods in accordance with National Park requirements."

4. MINERALS

"Wide powers for the control of mining and quarrying by private undertakings are contained in the new Bill.in National Parks new mineral workings or considerable extensions of existing workings should be permitted only on grounds of proved national necessity. Moreover in any case where permission is granted to open a new mine or quarry or to extend an existing working in a National Park, it should be conditional on an undertaking to dispose of waste in a manner best calculated to preserve the landscape and to carry out reasonable surface restoration when the mine or quarry is worked out.... the issue of

licences granting permission to prospect for oil or minerals within the boundaries of a National Park should be subject to prior consultation with the National Parks Commission since such prospecting in certain cases involves the clearing of trees and other activities which may inflict serious damage to the landscape and the plant and animal life of the area."

5. WATER

"We were struck during our survey tours by the unsightliness of certain reservoirs in National Park areas. The artificial rise and fall in water level by which a reservoir fulfils its purpose, prevents the natural growth of vegetation on the foreshore and often exposes unsightly areas of bare mud.... We therefore attach the greatest importance to the control of all water-catchment works."

6. ELECTRICITY DISTRIBUTION

"Pole and pylons carrying overhead electricity wires, and also transformers and other attendant works, may seriously disfigure the landscape in areas of specially vulnerable beauty, and should therefore be subject to control in National Parks.....In certain places, where for instance landscape of outstanding beauty or a picturesque village is threatened with disfigurement by new overhead wires and their supporting structures, the diversion of a proposed line of wires, or the laying of wires underground, may be required. It may, however, be a very costly undertaking to re-align electricity wires or to bury them and the importance of economical electricity supply in Natural Parks, as in other rural areas, will call for restraint in making such demands upon the industry.....There may also be instances in certain national parks, where an existing overhead electricity line so disfigures the landscape that it should be re-aligned or even relaid underground."

7. TELEGRAPH & TELEPHONE LINES AND RADIO INSTALLATIONS

"We were impressed in some of the areas visited by the unsightliness of overhead telegraph and telephone lines and their supporting poles, and in certain villages by the disfiguring network of telephone lines between the houses and across the streets.... We consider it essential that proposal for the erection of new overhead telegraph and telephone lines in National Parks should be the subject of consultation with the National Parks Commission. Radar and Radio installations, with their attendant works and buildings, are capable of causing serious and long-range disfigurement to the landscape especially where they are sited on hill-tops and cliff-edges."

8. AVIATION

"The continuous noise of aircraft may be a serious threat to the peace of National Parks. We recommend also that early information of any proposals for the construction of new airfields be imparted to the National Parks Commission to enable them to express their views through interdepartmental consultation."

9. RAILWAYS

"So many visitors will enter National Parks by rail that it is most desirable that the stations and small country halts which will be in the foreground of their first

views should be as attractive and convenient as possible. The Commission's architects and landscape officers might moreover give valuable advice on the improvement of station and railway property in National Parks."

10. ROADS

"Good roads, which must include also passing and parking places, sidings and view points, will be essential service in National Parks, for the benefit of the motoring visitors and especially for those who, perhaps by reason of age or infirmity cannot otherwise have access to the interest and beauty of the Parks. At the same time we endorse the view expressed that 'good roads' should not mean that motorists have any proper claim for the endless widening and improvement of all such roads to enable them to travel everywhere at high speeds. The hard lines, artificial cuttings and embankments, culverts and bridges of an arterial road are not easily assimilated into the landscape, and it will be essential that this form of disfigurement should as far as possible be excluded.....development plans may define the sites of proposed roads and we assume that the construction of new roads in a National Park by the local highway authority will be subject to consultation with the Park Committee. Where existing unsightly road works, such as raw embankments or unsuitable fencing, are intolerably out of keeping with the character and wildness of their setting or otherwise detrimental to amenity, we propose that the National Parks Commission advised by their Landscape Officers, should make representations to the appropriate highway authorities with a view to suitable landscape treatment..... We consider that there should be selective restriction of traffic over certain subsidiary roads and tracks, so that walkers, riders and cyclists may use them without danger or disturbance from motors."

11. OUTDOOR ADERTISING

"The new Bill makes special provision in the widest possible terms for controlling by means of Regulations a display of advertisements."

12. HISTORIC BUILDINGS

"For the protection of buildings of architectural or historic interest not scheduled as 'monuments', special powers are included in the new Bill enabling local planning authorities, subject to confirmation by the Minister and provision for compensation, to apply a 'Building Preservation Order'."

The essence of the British National Parks system is to provide a wide variety of opportunities in a high quality environmental setting. Active and passive pursuits are provided for as are zones of complete natural preservation. Work and recreation, walking, rock climbing, motoring, cycling, canoeing and boating, riding, fishing, a study of natural history, are all an integral part of the recreation system which is being planned for and implemented. In these terms, the overall concept is not too diverse from the basic concepts inherent in conservation in Ontario.

In conjunction with the forthcoming Official Plan for the county and certain existing legislation, along with a dedicated effort on the part of the Authority in co-operation with other local regional planning agencies, much benefit may be derived from the British National Parks System. (This does not suggest park

status of any kind for the entire county.) This concept could be voluntarily applied and, with public support, result in a zone of extraordinary environmental management for the Prince Edward Region. It is believed that with judicious application of existing legislation and regulations, much could be achieved of benefit to both the region and province.

At the more detailed or specific level of planning it is recommended that the Authority adopt a classification of conservation areas which will assist in the planning and management of its proposed open space system. The classification would be essentially a "use-zone" categorization and could apply either to a total conservation area or to sub-zones within a conservation area. The main classes would be as follows:

Class I - Natural Areas

These areas would have a minimum development and could include: wilderness zones, valley flood lands, biotic or geomorphic preserves or natural streams.

The permitted uses of natural areas would be: hiking trails, scenic outlooks, canoe routes, white-water canoeing, bridle paths, bivouac type campsites, nature study, and cross-country skiing.

Depending upon the size of the area and whether it was an entire conservation area or a sub-zone within a larger area, there would be a somewhat different approach to such things as interpretive techniques.

A natural area could assume a corridor pattern, especially where it contained a hiking or canoe route, and could also contain some land under only partial or easement control by the Authority. Natural areas might also be game sanctuaries.

Class II - Intensive Specific-Use Areas

This would include those activities which place considerable stress upon the natural landscape. These areas would have to be owned by the Authority. They could be either total conservation areas or a sub-zone within a larger multipleuse area. The specific uses would include:

Picnicking
Swimming
Fishing
Firearms ranges
Playgrounds
Motor bike areas or trails
Scenic lookouts
Water access points
Skiing areas
Skating ponds
Scuba diving areas

Camping (family & group)
Boating
Heavily used nature trails
and interpretive sites
Archery ranges
Dog trial ranges
Launching sites
Rock collecting areas
Tobogganing areas
Snowmobile areas

Class III - Extensive Specific-Use Areas

These uses would be most suitable in single purpose conservation areas, but might also be accommodated as a sub-use zone in a larger multiple-use area, with the exception of hunting areas for mammals, upland game birds or migratory waterfowl during appropriate hunting seasons.

Uses would include: archery, rock climbing, motorized tobogganing, cross-country hiking, trail riding, cycling, skiing and hunting.

The development of permanent facilities in this area class would be permitted but such would not be the case in a natural area (Class I). In some cases this might be the main difference between the two classes.

To maintain control over the number of people in Class III and in large Class I areas, entrance would be by permit only.

Class IV - Historic Area, Cultural & Natural

These may be sub-zones in a larger area. However, experience has indicated that historic sites are often the focal point at a conservation area in which they are located. This is particularly true if a structure is involved. Possible attributes for this type of area would include: The Block House, lighthouses, saw-mills, grist mills, cheese factories, pioneer farms or buildings, blacksmith's shops, historic homes, sites of significant events, historic roads or waterways, archaeological sites.

Class V - Multiple-Use Areas

This category would conform most closely to the concept of the conservation area recognized to date. A multiple-use area would probably include several sub-use zones, and hence could permit any combination of uses included in Classes I to IV. These areas would normally occur where a reservoir had been constructed, but could also be developed on a large natural area under the ownership of the Authority.

Class VI - Service Areas

This zone class will be necessary only in intensively used multiple-use areas as an adjunct to Class V. It will include service concessions such as refreshment booths, information, supplies, washroom facilities, changehouses and first aid posts.

Specific concessions such as marinas, boat rentals and ski lodges would be found in this sub-class.

A visitor centre, museum, nature school or significant interpretive facility might be considered a service, and the area around it zoned as such, depending upon its specific and local situation.

Although the dividing lines between classes of use zones are sometimes obscure, such a scheme gives the authority a tool to facilitate management of

conservation areas. As use in all areas intensifies, the Authority must be alert to the development of conflicting interests which may require additional regulatory controls.

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CHAPTER IV

THE RECREATION LANDSCAPE OF THE PRINCE EDWARD REGION CONSERVATION AUTHORITY

A. THE EXISTING LANDSCAPE

1. LANDSCAPE ANALYSIS

A knowledge of the variations and characteristics of the landscape is fundamental to the synthesis of a system for recreation and open space. The key elements which make up the unique impression of any area are:

- (a) The topography, especially significant changes in physiographic patterns and changes in elevation.
- (b) The hydrologic pattern, including all surface drainage (brooks, streams, rivers, etc.), inland lakes, ponds, wetlands and the shorelines of lakes and rivers.
- (c) The vegetative cover on the land; its distribution, type and variety.
- (d) The way in which these natural elements impinge upon one another forming recognizable corridors. (The above are the intrinsic or natural landscape values.)
- (e) The pattern of human development on the land in its myriad forms. (These are the extrinsic or man-made landscape values.)

Changes are continually taking place as a result of both natural processes and the various modes of conduct of man, causing an evolution in the landscape. It is, however, primarily extrinsic change which enhances or detracts from enjoyment of the intrinsic.

In an effort to study and present this information to the Authority, in a manner which would make these elements and their inter-relationships clearer, a technique known as "corridor analysis" was adopted for the study of this Authority.

It is hoped that with the explanation of the survey results, there will be a better understanding of what will happen to the environmental resources of the Region if detailed planning, public understanding, legislative action and self imposed controls are not developed. Most of all, successful planning and design will depend upon the interest and desire of the local people to do something about the problems and opportunities identified in this report.

The corridors which are described, tend to be those areas in which (for natural reasons) man has tended to concentrate his development: the shoreline, easy transportation routes, river crossings, river mouths, bay heads, etc. More recently, tourist industry developments have concentrated on shorelines

where access to water was easy, sand beaches or other accessible and usable shoreline occurred, the fishing was good or the view outstanding. Support facilities for the tourists: motels, restaurants, snack bars, service stations, gift shops and all the other generators of or parasites on tourism, spring up on the heavily travelled routes or nodes of automobile traffic. Individually, they have little impact on the land, but collectively and over time, they may have a devastating effect on the overall impression a tourist or motorist gets of the land-scape.

The purpose in analysing the landscape and shorescape, is to identify and then move to protect those intrinsic values most worthy of preservation and to try to ensure that the man-made elements in the landscape are as far as possible in harmony with the natural.

The landscape analysis was essentially a perceptual study and, with the aid of existing inventories, identifies the environmental corridors shown on Fig. 10.

The Prince Edward Region is almost entirely surrounded by water (technically it is an island), and the Lake Ontario shoreline, of which there is nearly 500 miles, is the almost omnipresent characteristic of the Authority. Specific attributes of the shoreline will be dealt with later. However, it is obvious here that the most significant zone (or corridor) in the Authority is this shoreline. The meeting place of land and water is the most important combination of resources for the recreation industry. In the Prince Edward Region, it is worth noting that out of 500 miles of shoreline something less than 20 miles is in public ownership and of this perhaps 5 is easily accessible from the land. The majority of this shoreline exists in the three provincial parks on the sand bars at North Beach, Sandbanks and Outlet Beach. Other than this, public access to the water is most difficult to find.

West Lake and East Lake, behind the bay-mouth bars of Sandbanks and Outlet Beach respectively, constitute the largest bodies of inland water. Although they are accessible from Lake Ontario the boater has few spots where he can land.

The principal remaining inland lakes are Consecon, Roblin, Fish Lake and Lake-on-the-Mountain. All of these have very limited public access and, generally speaking, form zones of private recreation development.

Most streams in the area are insufficient in size to delineate major corridor components. Characteristically they are low and marshy, mature in age and of limited recreational boating value. The major exception is Black Creek, which extends some 5 miles inland to Milford. It is a key recreation area and will be dealt with in detail.

Wetlands predominate in the valleys of most streams in the north and west. Many are intermittent and the flow through them is negligible during the summer. The Big Swamp is the major wetland feature in the area and has wildlife and nature study potential. (See Wildlife Report, Map No. 2).

2. TOPOGRAPHY

The county is relatively flat with a total relief of about 250' above Lake Ontario. The predominant topographic features are shore cliffs which occur primarily in the north and east facing shorelines. They are part of the Escarpment system from which the panorama of the surrounding landscape is magnificently displayed.

The most continuous shoreline bluff extends east from Picton along the south shore of Adolphus Reach in North Marysburgh Township. It swings south toward Cape Vesey, at which point one of the most spectacular headlands in the Region occurs. West along the margin of Prince Edward Bay, the shore cliff becomes an inland escarpment and does not intersect the shoreline again until it reaches McMahon Point. Outliers exist east of the main scarp in North Marysburgh and at Morrison Point in South Marysburgh. From McMahon Point the bluff extends south-west along the shore of South Bay. The elevation drops at the bay head and then rises again along the south shore of South Bay with major promontories at Platt Point and Half Moon Point.

From Picton south to Cherry Valley the escarpment is less well defined. It exhibits 100' of relief in hummocky land a mile in width to the south-west of Camp Picton. A 50' to 75' escarpment defines the south shore of East Lake from Cherry Valley to Salmon Point.

From Picton, north-east along Long Reach, the escarpment is very close to, but not coincident with, the shoreline. The low lake plain from 50 to 200' wide, parallels the shore below the escarpment. In the vicinity of Green Point the scarp swings inland across the point and then west from 1/2 to 2 miles inland from the Bay of Quinte. The Northport Road follows the crest of the escarpment to Demorestville, and from there "the Upper Shore Road" (as the name suggests) continues along the top to Crofton. From this point north, Highway 14 follows the edge to just above Mountain View. Here, County Road 2 and 19 trace the crest westward to Ameliasburgh. The scarp continues west and finally disappears in the vicinity of Lot 100, Concession II, Ameliasburgh Township.

Minor shore bluffs occur along the Bay of Quinte, although the higher land is mainly in a large outlier between Potter Point and Rednersville. This is the result of combined lakeshore erosion and glacio-fluvial erosion in a former spillway which is now the valley of Sawguin Creek.

A 50' to 75' ridge parallels the south side of the Big Swamp, Consecon Valley and Consecon Lake. A matching ridge is observable along the north shore of Consecon Lake and through Melville to just east of Allisonville.

Two remaining glacial features in the county are the drumlin fields, and an esker. The drumlins in Hallowell and Sophiasburg trend (as do most of the natural features in the county) in a north-east, south-west direction following the line of glacial recession. A lesser drumlin field stretches from the area north of Roblin Lake into Big Island. The well defined esker runs from west of Picton south-west to within two miles of West Lake. A township road follows the full length of this feature, which has been extensively quarried.

The final and perhaps best known features of the area are the bay mouth bars. They are actively developing sand spits on the west side of the peninsula.

The most stable bar is at Outlet Beach across the mouth of East Lake, while the largest and most spectacular is at Sandbanks across West Lake. Smaller, but equally good examples occur across the mouths of Huyck Bay, Pleasant Bay and North Bay. The spit which is in the most active building stage is Beecroft Point, developing north and now almost joining Bald Head to the mainland. Sand islands are also forming between Bald Head and Barcovan Island, which will eventually cut off access to Weller Bay. Mention is made of this fact in the cottage survey.

3. VEGETATION (Figure 13)

There is a considerable cover of trees in the county. The largest mass occurs in the Big Swamp and Consecon Valley, in a zone down the centre of Sophiasburgh Township, a zone in the centre of Hillier and scattered rather evenly dispersed smaller zones in Ameliasburgh and Hallowell.

The least dense cover is found on the extremities of Long Point and North Marysburgh township.

There are large areas of land of low capability for agriculture and recreation which are in forest cover, and some of this should be utilized for extensive recreational uses such as hunting and snowmobiling.

4. ENVIRONMENTAL CORRIDORS (Figure 10)

On the basis of the above 3 maps overlaid upon one another, the reader may begin to see how the natural elements in the landscape form recognizable patterns or corridors.

An environmental corridor is defined as a zone in which all three elements (water or wetlands, outstanding topographic features and forest cover) coincide to give it a definite character. In certain areas one element may be missing if one of the other two is dominant or forms a link effect between two major corridors. Any one of the elements may exist only as a visual resource. For example, an escarpment brow will normally not contain water on site (unless a stream happens to flow over the edge at that point) but the fact that there is a view of water in the distance provides a more pleasing and varied landscape mosaic.

As stated at the outset, the environmental corridors of the Authority fall into three major classes which will be designated as follows:

- i Shoreline
- ii Upland
- iii Valley

i The Shoreline Corridors virtually encircles the county, as well as encompassing East and West Lake, the other west shore bays and the inland lakes.

Demands upon these corridors are extremely high especially for private cottage and resort development. It is this same zone in which the greatest demand comes for public recreation land. Because shoreline is the essence of the Prince Edward environment, acquisition of lands in these corridors should be of a high priority in the Authority's program. The capacity of the shoreline to support recreational use varies depending upon the intended activity. This will be discussed later especially with respect to cottage development.

Key nodes occur where inland or valley corridors intersect the shoreline. There are about 15 places of this type well distributed around the Authority, which are advantageous with respect to the proposed trails system.

Where the shoreline is of a low marshy nature (type 1) it should be zoned as open space using the 'hazard land' concept.

ii Upland Corridors

There are three main upland corridors, primarily following the escarpment lands.

In the north, the escarpment running west-east through Ameliasburgh and Sophiasburgh forms a natural open space route overlooking the north portion of the county, Muscote Bay and the Bay of Quinte. It links with the north-east shore of Long Reach south of Grassy Point. This corridor takes in Roblin Lake (which at elevation 361' is the second highest body of standing water in the area after Lake-on-the-Mountain).

From Picton the other main upland corridor follows the rough land south-west of Camp Picton to the head of East Lake where it swings east and drops into the Black Creek Valley at Milford.

Two upland connecting corridors cross Pleasant Point, linking the shore-line at Adolphus Reach and Prince Edward Bay. The westerly link crosses from about three miles east of Lake-on-the-Mountain to Waupoos; the easterly link joins Bongard and Cape Vesey.

The esker constitutes a small but unique upland corridor which is in danger of being destroyed.

Pressures on these areas come particularly from two sources: quarrying operations and the demand for building lots with a fine view. Both of these uses are valid if strictly controlled, but should not be allowed to usurp excessive amounts of this high quality recreation land.

iii Valley Corridors

A large proportion of these lowland areas contain wetlands. This is particularly the case on the north shore where Sawguin Creek and Demorestville Creek flow into Muscote Bay after meandering across the flat land below the escarpment.

The predominant valley corridor is that of Consecon Creek, including the

Big Swamp. It forms a trough nearly bisecting the peninsula from Weller Bay to within 2 miles of Picton Bay near Elm Brook. It is the only sizeable tract of what might be called "wilderness" in the Authority. As such it should be carefully managed. The margins of this valley are shown on Fig. 14.

The most attractive valley corridor in the Region is that of Black Creek. From Prince Edward Bay at McMahon Bluff, it is navigable by small boat for about 5 miles to the old ship turning basin below Milford. From this point the valley continues in a well defined manner up the escarpment to Milford Pond, with its falls and dam. The valley is less incised on the limestone plateau above Milford, but may be traced north to within a mile of the Lake-on-the-Mountain drainage basin.

Many of the streams in the area are intermittent and not suitable for canoeing except early in the season. Hillier Creek, Hubbs Creek, Bloomfield Creek and Wearing Creek (all draining south-west into the lakes behind bay mouth bars) fall into this class although they may be navigated by small boat or canoe for short distances.

A number of isolated wetland areas are scattered over the landscape, the largest being the drainage basin of Fish Lake.

5. SUMMARY

Taken together the natural elements comprise environmental corridors providing the infrastructure of an excellent open space system for the Region. If brought under control by various means including purchase, zoning and easement, they have the capability to provide a recreation land system second to none in the Province.

B. SHORELINE ANALYSIS

For purposes of this survey the entire shoreline of the peninsula was surveyed and categorized under six major classes.

They may be summarized as follows: *

Class 1 Marshy shoreline

Class 2 Washed gravel beach with marsh behind

Class 3 Narrow dry beach (0' to 10') with gradual rise on the backshore

Class 4 Sand beach (often with backshore dune formation)

Class 5a Medium slope from foreshore to backshore (50 - 150)

Class 5b Steep slope from foreshore to backshore (150 - 800)

Class 6a Vertical bluff - 5' - 15' in height Class 6b Vertical bluff - 15' - 30' in height

Class 6c Vertical bluff over 30' in height (* see legend in Fig. 15)

In addition the shoreline was divided into 125 individual sections shown on Fig. 15 and descriptions are available.

The percentage of shoreline by type, breaks down approximately as follows:

Class 1 26% Class 2 13% Class 3 31% Class 4 4% Class 5a 9% Class 5b 7% 4% Class 6a Class 6b 4% Class 6c 2%

In rank order they are:

Class 3 31%
Class 1 26%
Class 2 13%
Class 5a 9%
Class 5b 7%
Classes
4, 6a, 6b 4% each
Class 6c 2%

The distribution of shoreline types should be compared to Fig. 11 showing location of existing summer cottages. It will be noted that Class 3 (the first order class) is generally the best type of site for cottage building. Classes 1, 2, 6b and 6c are generally unsuitable for cottage building, which removes a total of 45% of the shoreline from potential development. Although cottages do exist in some of these areas, further development should be discouraged. All of the subclasses in 6 better lend themselves to permanent homes where access to water is not important. Significant portions of Class 6c of which there is a limited amount, (2%) should be acquired for public open space.

The prime shoreline for public use (Class 4) is sand beach representing only 4% of the total, of which approximately 1/2 is presently included in the three provincial parks.

Emphasis should be placed, therefore, on the management and control of remaining shorelines in Classes 4 and 6 with representative examples in all other classes secured through appropriate zoning, subdivision control or other means.

C. A.R.D.A. RECREATION LAND-USE CAPABILITY (FIG. 12)

The basis of this classification system is one of denoting the potential for a unit of upland or shoreline to support sustained use for one or more designated recreational activities. Taken in conjunction with the corridor analysis and the shoreline inventory it assists in the location of sites for various leisure-time opportunities. The following is a summary of the land classes 1 - 7 and the subclasses A - Z found in Prince Edward County.

The land-use classes range in decreasing order of capability from Class 1 to Class 7:

CLASS 1 - VERY HIGH CAPABILITY

Class 1 lands have natural capability to engender and sustain very high total annual use based on one or more recreational activities of an intensive nature.

Class 1 land units should be able to generate and sustain a level of use comparable to that evident at an outstanding and large bathing beach or a nationally known ski slope.

CLASS 2 - HIGH CAPABILITY

Class 2 lands have natural capability to engender and sustain high total annual use based on one or more recreational activities of an intensive nature.

CLASS 3 - MODERATELY HIGH CAPABILITY

Class 3 lands have natural capability to engender and sustain moderately high total annual use based usually on intensive or moderately intensive activities.

CLASS 4 - MODERATE CAPABILITY

Class 4 lands have natural capability to engender and sustain moderate total annual use based usually on dispersed activities.

CLASS 5 - MODERATELY LOW CAPABILITY

Class 5 lands have natural capability to engender and sustain moderately low total annual use based on dispersed activities.

CLASS 6 - LOW CAPABILITY

Class 6 lands lack the natural quality and significant features to rate higher, but have the natural capability to engender and sustain low total annual use based on dispersed activities.

CLASS 7 — VERY LOW CAPABILITY

Class 7 lands have practically no capability for any popular types of recreation activity, but there may be some capability for very specialized activities with recreation aspects, or they may simply provide open space.

Subclasses

Subclass A. Land providing access to water affording opportunity for angling or viewing of sport fish.

Subclass B. Shoreland capable of supporting family beach activities. In high class units this will include family bathing. In Classes 4 and 5, the activities may be confined to dry land due to cold water or other limitations.

*Subclass C. Land fronting on and providing direct access to waterways with significant capability for *canoe tripping*.

- *Subclass D. Shoreland with deeper inshore water suitable for swimming or boat mooring or launching.
 - Subclass E. Land with vegetation possessing recreational value.
 - *Subclass F. Waterfall or rapids.
 - Subclass H. Historic or pre-historic site.
- Subclass J. Area offering particular opportunities for gathering and collecting items of popular interest.
- Subclass K. Shoreland or upland suited to organized camping, usually associated with other features.
 - Subclass L. Interesting landform features other than rock formations.
- *Subclass M, Frequent small water bodies or continuous streams occurring in upland areas.
- Subclass N. Land (usually shoreland) suited to family or other recreation lodging use.
 - Subclass O. Land affording opportunity for viewing of upland wildlife.
- Subclass P. Areas exhibiting cultural landscape patterns of agricultural, industrial or social interest.
- Subclass Q. Areas exhibiting variety, in topography or land and water relationships, which enhances opportunities for general outdoor recreation such as hiking and nature study or for aesthetic appreciation of the area.
- *Subclass S. A combination of slopes, snow conditions and climate providing downhill skiing opportunities.
- Subclass U. Shoreland fronting water accommodating yachting or deep water boat tripping.
- Subclass V. A vantage point or area which offers a superior view relative to the class of the unit (s) which contain it, or a corridor or other area which provides frequent viewing opportunities.
 - Subclass W. Land affording opportunity for viewing of wetland wildlife.
- *Subclass Y. Shoreland providing access to water suitable for popular forms of family boating.
- Subclass Z. Areas exhibiting major, permanent, non-urban man-made structures of recreational interest.
 - Capability units are designated either Shoreline (S) or Upland (U).

The activity designations (A - Z) which are found in the Prince Edward area are described above (those which appear with an asterisk are not shown on the map although rather insignificant examples may be found in the Region. Letters which are missing are recreation features such as glaciers which do not appear in the Prince Edward Region).

Only the provincial parks exhibit Class 1 recreation land in shore units, with a similarly small amount of Class 2 in the Sandbanks - Wellington area.

In general the shoreland units are Classes 3 or 4 with lesser amounts of Class 5. The escarpment units are generally Class 4 with the majority of the upland in Classes 5 or 6.

A word of caution in utilizing the capability classes: a low rating does not mean that the area is not suitable but rather that the potential for heavy and sustained use is inversely proportional to the class number. If an area has a low capability, therefore, it must be managed with extreme care and attention to its carrying-capacity. As a general rule, the lower the capability the more extensive the planned use should be.

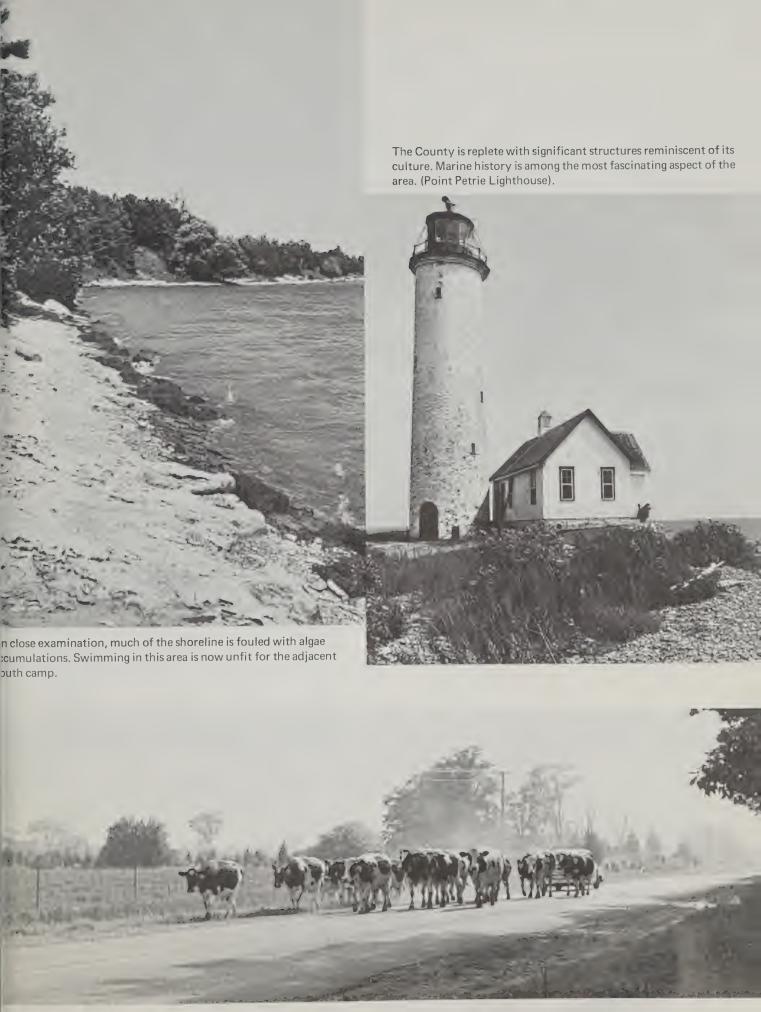
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the man & nature of man



prince edward region conservation authority



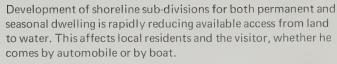


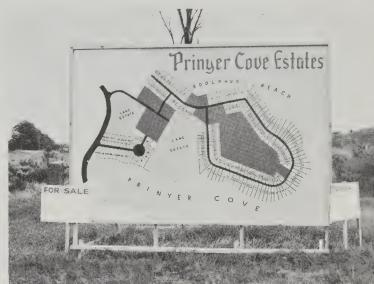
cenes such as this still remain, providing an experience now rare, and therefore increasingly attractive to travellers.





reline is undoubtedly the most sought after real estate in the thority. Permanent residential development is fast becoming ajor user of this resource. (Bay of Ω uinte).





nsiderable waterfront is occupied by the tourist ablishments. Few utilize the shoreline as well as this cottage sort where all guests have use of the entire beach.

The increasing shortage of shoreline prompted the idea of canal-front lots. Conditions caused this project to be abandoned. (West Lake).





Escarpments provide the most striking topographic relief in the landscape and must be carefully managed. (North-west of Mountain View).





its and quarries are endangering the integrity of the scarpments. This quarry near proposed Site No. 32, reaks the face of the escarpment and is in need of shabilitation if a scenic viewpoint is to be established.

he proposed scenic route could provide a wide variety flandscape views from the expansive to the enclosed, ich as this tree shaded section. Management of the padside environment is paramount in such a project.





Control of landscape aesthetics is of tremendous importance in any regional recreation and environmental plan.



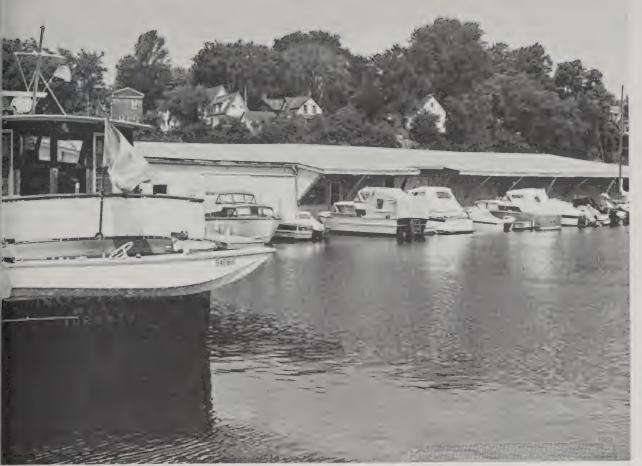


The increasing popularity of motorized recreation vehicles will present a complex management problem. Dune buggies, all terrain vehicles and snowmobiles must not be permitted to damage fragile ecological communities.

Youth Camps provide a relatively high density form of recreational land use. They are compatible with the aims of conservation on both the human and natural resource scale. (Quinte District Girl Guide Camp).







The protected waters of the region provide a mecca for pleasure boating. The future of this form of recreation depends upon the maintenance of high quality water, shoreline management and adequate, attractive and functional marine facilities. (Picton Harbour).

Public access to the shoreline for boaters, fishermen and the general public is required. The trend to diminishing opportunities must be reversed.







The valley and water of Black River provide one of the best natural areas in the Authority for canoeing and nature study. Site development should be kept to a minimum. (Site 13)

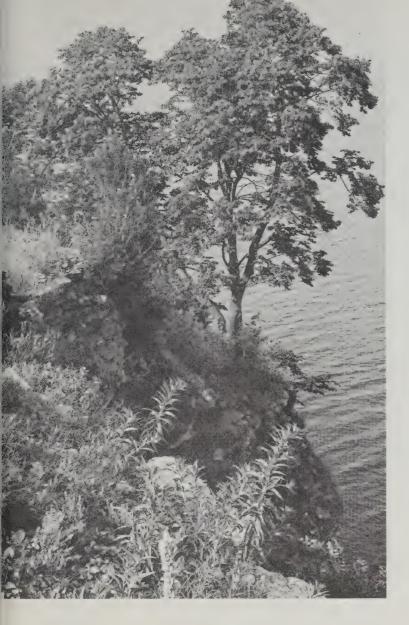
A potential exists for utilizing Milford Pond as an outstanding community oriented recreation facility. As well, it may cater to day-users, hikers and those interested in local history. (Site 14).





A limited number of trail-side or boat-in camp sites could be provided in the Black River Valley. (Site 13 - sub site 3).





Cape Vessey affords one of the most outstanding shorescapes in the region.

Current use of the Cape Vessey headland plateau. (Site 18).







Abandoned quarries often become important local recreation sites. This quarry also draws swimmers from some distance. (Site 33).



Massasauga Point—looking south on the site, which has potential to provide an excellent multi-purpose Conservation Area. (Site 44).



CHAPTER V INVENTORY OF EXISTING RECREATION DEVELOPMENT AND RELATED CONDITIONS

The inventory of data on extrinsic (man-made) recreation facilities in the Authority was collected in a number of categories and miscellaneous types. These facilities are plotted on Fig. number 12, and when this is viewed over Fig. number 10, it is apparent, that with a very few exceptions all these facilities lie within a defined environmental corridor. By far the largest percentage of facilities is situated in shoreline corridors or on the inland lakes, emphasizing the importance of water orientation.

Details of every facility were collected and a summary of results is presented here. (If the Authority wishes more detail in any specific facility it is available on file in the Conservation Authorities Branch.)

A. PROVINCIAL PARKS

Four Provincial Parks are operated in the Prince Edward Region by the Ontario Department of Lands and Forests.

Lake-on-the-Mountain (Recreation Park - Class 4)

This is primarily a picnic park of 4 acres with frontage on Lake-on-the-Mountain and a viewpoint overlooking Picton Bay, Long Reach and Adolphus Reach. It provides no camping, and no estimate of visitors is available. It was established in 1957.

North Beach (Recreation Park - Class 4)

It consists of 66 acres for day-use only, and has 4,000' of sand swimming beach. In 1969 it had visitors totalling over 68,000.

Outlet Beach (Natural Environment Park - Class 3)

This is the most intensively developed Provincial Park, covering an area of 305 acres west of the outlet from East Lake on the bay-mouth bar. It was established in 1968 and now offers 482 campsites and in 1969 catered to 28,300 campers for 93,100 camper days and 315,760 total visitors.

Sand Banks (Natural Environment Park - Class 3)

This is the largest Provincial Park in the county, comprising 1,210 acres of bay-mouth bar separating West Lake from Lake Ontario. Only the extreme south-east end of the spit has been developed. It is primarily a day-use park, though some over-flow camping is permitted when Outlet Beach becomes filled.

Collectively the provincial parks are, and will continue to be, a key element in any open space system in the Authority.

B. PRIVATE CAMPGROUNDS

A total of 20 private campgrounds have been established in the Authority, supplying about 430 tent sites and 475 trailer sites. These enterprises represent an area of 166 acres and with the exception of Cedervale Trailer Park in the Town of Picton, and one campground near water but without access, all are on the shoreline. Of the 20 campgrounds, site inspections were made at a sample of 8. The number of tent and trailer sites per establishment ranges from a low of 6 to a high of 150. The average number of sites per establishment is 45, the median number being 23. Half of the private campgrounds front on inland water; two on Lake Consecon, five on West Lake and three on East Lake. An additional three are on Weller Bay, which is fast becoming a body of enclosed water. One is on the Bay of Quinte, five on Lake Ontario, two on Athol Bay, and one each at Salmon Point, South Bay and Smith Bay.

In general, the sites are adequate with one-half of those surveyed being classed as "good."

There seems to be a general lack of management expertise evident in these enterprises. Most operators have not been made aware of basic principles in campground planning and operation. Because quality control in any sector of the tourist/recreation industry influences the entire system, it would be in the interests of good conservation and environmental management for the Authority to initiate, (with the co-operation of the Department of Lands and Forests and the Tourist Council,) a series of winter seminars to assist private operators in better management techniques.

There is a local economic gain to be realized from such operations, but as stated earlier, the travelling public is becoming more discriminating and for the long-range welfare the industry, quality standards should be carefully scrutinized and attempts made to raise them.

The location of future establishments of this type should be designated in the forthcoming County Official Plan.

C. MUNICIPAL PARKS

In addition to the facilities provided in the town of Picton, seven local municipal parks are maintained. All were included in the inventory and site analysis.

1. Ameliasburgh Park

This is a 7 acre property with a 300' sand beach fronting on the north-west side of Robin Lake, and is designed for community day-use only. Facilities include picnic tables, fireplaces, a dock, changehouse, refreshment stand, tot-lot, two ball diamonds and a free sports field. In general the park is well maintained, though excessive soil compaction has occurred on the backshore around the poplar plantings. Soil aeration in this vicinity could safeguard the life of these trees, which provide the only shade on the site. This is one of two high quality swimming beaches in municipal ownership, and as such, is a great asset to the north-eastern portion of the county. Every effort should be made to ensure its maintenance.

2. Consecon Community Park

This is mainly a village playground providing a sports field, tot-lot, fireplace and picnic tables on 1.5 acres. It is reasonably well maintained but shows signs of vandalism which should be attended to.

3a. Wellington Park

This 2 acre property at the east end of the village lies between Highway 33 and the lakeshore. It provides playground equipment, 16 picnic tables and a large barbecue-type fireplace. The site is well treed and the grass maintained in good condition. A stone wall was constructed at the top of the bank in 1967 as a Centennial project, and a stairway leads down to the shelfrock beach. Swimming is possible here, but given the proximity to Wellington Beach is not utilized to any great extent. The park caters to numerous group picnic and local events, as well as childrens' day-camp in the summer. This park is an outstanding facility for a community of this size and continued good maintenance will ensure its environmental integrity.

3b. Wellington Beach

In addition to the park the village owns and maintains Wellington Beach. This consists of the extreme north-west end of the sandbanks bar, (from the point where it is breached for access to Wellington Harbour and West Lake, westward for about 3/10ths of a mile). Small dunes have developed at the east end of the spit and these plus the north margin of the spit are well treed. This is an ARDA Class 2 recreation unit for bathing and beach activities. As such it ranks high in the county and deserves careful management. Changehouses have been provided and these are the main facilities required, although with increasing use, toilets should be installed. The site is being used to a certain degree for running "dune buggies". At present this may be acceptable. However, should it increase, there is potential danger to the small dune formation and extreme danger to beach users, especially children. If there is a demand for this form of activity, it should be restricted to specific low beach-use time periods during the summer months. Over-night camping facilities should not be located on this site.

4. Demorestville Ball Park

This is essentially a baseball diamond and sports field. It features nightlighting and bleachers. The property consists of 10 acres and therefore has the potential for considerable development.

5. Sophiasburgh Centennial Park (Northport)

This is a 6 acre park on the shore of the Bay of Quinte. It provides swimming from the grassed beach, a dock, float and boat launching ramp. As well, there are picnic facilities, fireplaces, pit toilets and a sports field with night-lighting. It is well maintained and, when the new plantings begin to mature, some badly needed shade will develop.

6&7 Waupoos Ball Diamond and Milford Ball Diamond

These are both strictly community ball fields, which are badly in need of repair and maintenance.

D. YOUTH CAMPS

Five children's or youth camps were identified in the Authority. They cover a total of 350 acres of which one, Pleasant Bay Camp, owns 260, but leases back 210 acres to adjacent farmers for agricultural purposes.

With the exception of the Consecon Children's Camp and the Quinte District Girl Guide Camp, the others cater primarily to children from out of the immediate area. The Church Camp and the Childrens' Aid Camp bring children in from as far away as Toronto and Kingston. On the average over 4500 campers are accommodated per season in periods of from 1 to 4 weeks. Water sports, hiking and nature study seem to be the predominant programs offered. Only the Girl Guides answered in the affirmative to a question regarding conservation study as a program.

The best sites are occupied by the Pleasant Bay Camp (just south of North Beach Provincial Park) and the Girl Guides (on Prince Edward Bay).

Accumulation of algae on the latter site over the last few years has rendered the shoreline unusable for water activities.

Such facilities provide recreation for a large number of young people and is a type of recreational use that could well be promoted. There is an excellent opportunity for the Authority to assist these groups by providing conservation education materials and campfire talks for the campers. Any system of hiking trails and nature study areas established in the Authority would undoubtedly be utilized greatly by these organizations.

In general, the sites are being adequately maintained although there is, in some cases, a lack of appreciation for the fragility of the ecology on the immediate site.

E. ROADSIDE PARKETTES

Only three roadside picnic parks are maintained by the Department of Highways in the county. There are two on Highway 33; one between Carrying Place and Consecon, one west of Wellington, and one on Highway 14 west of Picton. They provide a total of 10 picnic tables. There is, therefore, a distinct lack of such facilities.

F. MARINAS

On the 500 miles of Prince Edward County shoreline, only 4 marinas are in operation. These are at Picton, Big Island, Prinyer's Cove and Glenora. All are listed in the "Marine Facilities" guide, except the one at Prinyer's Cove which changed ownership in 1969. In all, about 90 dock spaces for small craft or 20 spaces for cabin cruisers are provided. This represents about 500' of dockage.

All establishments provide dockside service for gasoline and oil, as well as launching facilities. Three are adjacent to on-shore accommodation. In 1969 no pump-out facilities existed, but all operators stated that these were to be installed.

Site management of marinas in Ontario is characteristically poor, and Prince Edward County is no exception. A great deal could be done to educate marina operators in the advantages (both from a safety and aesthetic point of view) of maintaining clean and uncluttered premises. The boating public, like the motoring public, is constantly looking for better facilities. The roadside gasoline station is gradually emerging as a less objectionable land-use, and the same evolution should be accelerated in the marine services industry. Initiative in this regard could come from the Authority.

G. PUBLIC ACCESS POINTS TO WATER

In the strict sense, these are not existing facilities in many cases. There were, however, 32 locations identified in the Authority which are currently being used to some extent. They are not marked and at present, therefore, fall between the category of existing and potential. Most of the sites exist at the end of public road allowances. Twenty-four of the thirty-two sites are on public land, the rest on private land. None charge a launching fee. In the majority of cases, the site has had no particular development or maintenance, in most cases very limited parking is available. What exists is a number of sites with varying capability for exploitation to the advantage of the boating public, both resident and non-resident.

Table 1 summarizes the main characteristics of these sites.

The necessity for additional public access is apparent. It is recommended that the Authority investigate the possibilities in developing (in co-operation with the appropriate townships) some of these sites. They should be suitably signed. It should be borne in mind as well, that the Department of Lands and Forests have an on-going program of Launching Site Development. Some of the above might be of interest to that agency and should be brought to their attention.

H. CLUB HOLDINGS

The inventory of club holdings is felt to be incomplete. However, the three known sites are listed herein. It is suggested that the Authority investigate this category and inform these organizations of the intent for the open space system. In cases where the lands required by organizations are resource extensive, efforts should be made to locate them in a manner that complements the long-range open space plan.

1. Picton Golf Club

This is the only golf course in the Authority and is a well maintained nine-hole facility. There are no plans to expand, due to costs and the possible sacrifice of quality. It occupies a scenic location overlooking Picton Baywithin the shoreline corridor on the north side.

2. Prince Edward Rod and Gun Club

This organization owns about 20 acres on the flat land, which does not lie within a defined recreation corridor. A rifle range and trap range have been developed on 4 acres.

3. Quinte Archery Club

The holdings of this club consist of several acres within the rough escarpment face in the corridor southwest of Picton. Its field archery range is in keeping with the proposed open space uses suggested for this area.

I. WINTER SPORTS FACILITIES

Only one formal winter sports facility exists in the county at the present time. It is located in Ameliasburg Township on the escarpment in Concession III. The property straddles the 100' relief and provides in addition to a 250 yard ski slope with rope tow, night lighting, tobogganing and snowmobile trails. An excellent view to the north is obtained from the top of the ski slope.

J. COMMERCIAL RESORTS

Over 100 tourist accommodation establishments are listed in "Where To Stay in Ontario". Of these, 72 operators were interviewed during the survey and these locations are shown on map number 8.

The following summarizes the commercial resort picture in the Authority:

Capacity	3100	persons
Housekeeping cottages	405	
Cabins	116	
Tent sites in conjunction		
with resorts	104	
Trailer sites in con-		
junction with resorts	208	
Rooms	196	
Motel Units	34	
American Plan Establish-	- 23	
ments		

Only 3 establishments can accommodate 100 persons or more, the average being 31, and the median much lower. Only 4 establishments have over 10 cottages, although 80 per cent of all resorts are primarily housekeeping cottage operations. Twenty-three (about twenty-five percent) are American Plan Resorts with cabins and/or rooms. These establishments by definition offer dining facilities. Only four motels are listed in the county and none of these occur on the shoreline. From this summary it is apparent that with about 5 exceptions, resorts or tourist accommodations are small family-owned operations.

No major resort has been established recently in the county. If a large multiple-activity enterprise were to seek location in the county, its proposed

situation and site should be carefully scrutinized.

In the past the main attraction has been fishing, but more recently family vacation business has supplanted the former clientele in order of importance. The majority of visitors are still from the United States. However, the volume of Canadian visitors is increasing rapidly, with Toronto as the primary origin zone.

Of the 72 sites analysed all but 6 were rated "satisfactory" or "good". Nevertheless, the range of quality is broad, and a naturally inferior site can influence an otherwise well-managed operation. The reverse situation is also true. Future zoning for commercial tourist resorts will be most important.

K. COTTAGE DEVELOPMENT

The present cottage situation in the Prince Edward Region is in an early stage of development compared to the westerly shores of Lake Ontario and inland areas such as Lake Simcoe. Nonetheless, many of the problems are common to both. Overall, the cottager is not aware of the results of his presence in the region. Neither is the local municipality cognizant of the potential spending power of the cottager nor of the costs incurred by his demand for services.

- (1) An education program is suggested to make the cottager aware of his precarious environmental situation and his responsibility to maintain the quality of his cottage site. Explaining the function of the waters surrounding the county in both a recreational and non-recreational sense can be combined with a promotional program encouraging the cottager to enjoy the whole range of recreational opportunities the region offers. This will stimulate greater spending in the area.
- (2) The creation of parks, campgrounds and resorts should be encouraged more than cottage development since the "tourist" aspect of recreation injects larger amounts of extra-regional money into the local economy.
- (3) Refuse dumps require improved maintenance and supervision.
- (4) Where necessary sewage disposal inspection and improvement in accordance with the Department of Health standards is recommended.
- (5) The installation of holding tanks is recommended in areas where other means of sewage disposal are shown to be inadequate.
- (6) Large scale cottage subdivision plans should be carefully reviewed by Authority staff prior to approval by the Department of Municipal Affairs. It is recommended that these plans be evaluated in terms of long range ecological, access and service criteria, as well as quality standards for the region as a whole. Further, the developer should be required to post a bond to ensure his compliance with the development plan.
- (7) It is recommended that consideration be given to the zoning of the Prince Edward County shores according to the 26 delineated areas of potential cottage development. Land use zoning by-laws should be implemented. These would direct future cottage development to those areas which have greatest capability.

Out of 26 areas, only 3 are considered to have high development potential with 6 more having limited development potential. Future cottage growth therefore should be limited and of high quality. The result will be a major step toward the perpetuation of the Prince Edward region as an attractive leisure-time destination.

L. MISCELLANEOUS

(1) Refuse Dumps

Although a dump is not a recreational attraction, it is a necessity. Wrongly situated, however, it may become a negative factor in the landscape from both a visual and a health point of view. Unfortunately, this is very often the case. The following summary of these sites serves to indicate the degree to which the Authority should be concerned with this aspect of environmental management.

(2) Quarries and Pits

This form of landscape unit will be discussed in more detail under potential development. However, it was noted that several abandoned pits are currently being used for informal swimming by the local populace. The demand exists and in some cases could be catered to at little expense, utilizing suitable sites. A complete inventory of pits and quarries was not undertaken. This is a project which should be continued by the Authority.

(3) Posted Land

Although no attempt was made to inventory land posted against hunting, it is evident that a very large proportion of private land is so restricted. The reason for this action on the part of land-owners is wholly recognized and appreciated. Nevertheless, in view of the lack of public hunting areas in the area, an attempt to improve hunter/owner conflict would be a worthy Authority project. There is potential for considerable upland bird shooting in the Authority, and this facet of outdoor recreation could be promoted in the post-tourist reason. Similarly, controlled access to the shore for waterfowl hunting should be investigated.

(4) Vacation Farms

In 1964, two such operations were observed in Prince Edward County. In 1969, they had ceased to provide this form of accommodation. No doubt this is explained by the fact that marginal farmers generally make marginal tourist operators, and successful farmers do not wish to be hampered by the presence of well-meaning but inept "city slickers". Despite this fact there is a demand for this form of vacation and, operated in the right place by the right people, it has the potential for being a viable form of tourist facility.

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	Comments	Launch ramp, one of the best sites, diving float		Temporary dock, privately owned	Swimming possible	Swimming possible, adjacent to park	Danger from high voltage cable, erosion problem	Swimming, picnicking	Road through bluff, good launching	Picnicking if marsh filled, exposed beach	Picnicking, heavily used (2 acres)	Litter - 2 acres - scrub vegetation on site	Access to undeveloped shore	Local boat storage — adjacent North Beach Park — algae	Swimming, access to Becroft Point	Fishing, swimming, dockage	Adjacent sand beach	Fishing, swimming possible	Private beach either side, very restricted	Multiple sites, campsite on Hickory Island	Dock, toilets (see Sophiasburgh Park), 6 acres	Old ferry dock adjacent Quinte Bridge	Cows	
	Cap'y Parking	62	none	4	ಣ	none	10	೧	ಣ	ಣ	വ	10	2	ಎ	ಣ	10	9	4	none	3 each	10	4	က	10
	Launching Quality	good	poor	boog	poog	fair	poor	good	good	fair	good	poog	good	poor	good	good	good	fair	fair	good	good	good	very good	pood
ACCESS POINTS	Shore Type	shelving sand g	muck	marsh, off- g shore gravel	shelving boulder g beach	sand & weeds f	shelving gravel	shelving bedrock	bluff & shingle g	marsh behind f	shingle fshore gand bshore	sand & gravel g	gravel fshore gand bshore	sand beach, gully erosion	shingle beach	marshy	marsh & sand goreshore	marshy	shingle beach	pebble fshore gmarsh bshore	gravel			gravel beach
PUBLIC A	Water Body	Bay of Quinte	Bay of Quinte	Weller Bay	Weller Bay	Roblin Lake	Bay of Quinte	Bay of Quinte	Lake Ontario	Lake Ontario	Lake Ontario	Huyck Bay	Weller Bay	Lake Ontario	Lake Ontario	West Lake	Muscote Bay	West Lake	Athol Bay	West Lake	Bay of Quinte	Bay of Quinte	Lake Ontario	Lake Ontario
	Site	Road All.	Low, marshy bay	Road All.	Road All.	Road All.	adjacent Belleville Bridge	Road All.	Road All.	Lagoon development	Road All.	<i>د</i> ٠	Road All.	Road All.	Road All.	Road All.	Road All.	Cottage development	Road All.	Pr. Road	Park	Road All.	Foot Path	Road All.
	Owned by	Twp.	Twp.	Twp.	Twp.	Twp.	DOT	Co.	Twp.	Priv.	Twp.	Priv.	Twp.	Twp.	Twp.	Village	Twp.	Priv.	Twp.	Prov.	Twp.	D. H. O.	Priv.	Twp.
	Lot	13	00 00	114	109	81	09	22	22	26	36	32		37	13-14			2	Block B.	Military Prov. Tract	26	വ	9	14
	Conc.	S. W. C. P.	1	03	က	ಣ	Н	1	1	н	73	1		ന	Stinson Blk.	Wellington village	Big Island	N. W. of West Lake	1	1	1 W. of Green Pt.	—	S. of Prince Edward Bay	Long Point
	Site		Ø	ಣ	4	വ	9	7	œ	6	10	11	Consecon Village	13	14	15	1 16	17	18	19	1 20	1 21	22	23
	Township	Ameliasburg	Ameliasburg	Ameliasburg	Ameliasburg	Ameliasburg	Ameliasburg	Ameliasburg	Hillier	Hillier	Hillier	Hillier	Hillier	Hillier	Hillier	Hillier	Sophiasburgh	Hallowell	Athol	Hallowell	Sophiasburgh	Sophiasburgh	South Marysburgh	South Marysburgh

Township	Site	Conc.	Lot	Owned by	Site	Water Body	Shore Type	Launching Quality	Cap'y Parking	Comments
South Marysburgh	24	Lake Ont. W. Long Pt.	4	Twp.	Road All.	Lake Ontario	shelving rock fshore; wooded bshore	fair	ಣ	
South Marysburgh	25	Blk. 15	П	Twp.	Road All.	Lake Ontario	rock foreshore	poor	4	Algae problem
South Marysburgh	26	Blk, 15	9	Twp.	Road All.	Lake Ontario	shelving shingle beach	poor	23	Algae problem
	27	ಣ	19	Twp.	Road All.	Soup Harbour	shelving shingle beach	poor	73	Algae problem
North Marysburgh	200	Bay Side	36	Twp.	Road All.	Adolphus Reach	gravel fshore grass bshore	fair	4	Potential picnic site - some algae, sheltered
North Marysburgh	59	Lakeside E. of Cape Vessey	22	Priv.	Priv. Road	Lake Ontario	gravel fshore scrub bshore	poor	¢-	Road parallels shore, linear picnic site
North Marysburgh	30	Lakeside E. of Cape Vessey	13 & 6	Priv.	Old Road All.	Lake Ontario	boulders	poor	ro.	Litter
North Marysburgh	31	S. Bay of Quinte	വ	Priv.	Road	Lake-on-the- Mountain	sand fshore grass bshore	good	10	Adjacent 40' sand beach and trail — well used
North Marysburgh	32	W. of Cape Vessey	3-4	D. O. T.	Road All. Public Dock	Smith Bay	marshy	good	10	Adjacent Waupoos dock — weed problem
Abbreviations:	::	E. W. S. N.	East West South North Road Allowance foreshore backshore Point Block Concession Township Private Private Provincial Company Federal Dept. o	East West South North Road Allowance toreshore backshore Point Block Concession Township Private Provincial Company Federal Dept, of Transport	ansport Ontario				·	

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SUMMARY OF COTTAGE AREA DEVELOPMENT POTENTIAL

Development Potential	Limited development is possible north of Bald Island. No development is recommended in Weller Bay due to encroaching marsh conditions and around Consecon Lake due to soil conditions.	No development is suggested. Lack of access to shore from both land and water, exposed shores and swamp conditions in the bays severely limit cottage development. Day use recreation should be encouraged in this area via access development.	No development is recommended due to shallow, easily eroded soil cover. Shore cliffs also reduce access to water.	Despite a number of good sites, no development is recommended, due to rapidly encroaching marsh conditions.	Limited development is suggested, sites must be selected carefully to ensure adequate soil depth, density of vegetation cover and accessibility by boat.	Refer to D.	No development is recommended. Existing cottages already occupy the site in greater numbers than is environmentally desirable. Rock cliffs and shore platforms make boat access to the shore difficult.	No development is recommended. This shore is best suited to the low intensity recreation use as suggested by the proposed conservation area.	Many sites are capable of withstanding development. Small bays and areas of shallow soil cover should be avoided.	No development is suggested. Existing cottages require sewage disposal inspection.	Good development potential is indicated by soil, drainage, vegetation, site quality and other factors.	No development is recommended due to the unsuitable nature of the shoreline for cottaging.	Limited development is possible if adequate service can be provided. Soil may be too shallow in some places. Shores provide variable access by boat.	No further development is suggested. Poorly drained, shallow soils and bluff/cliff shorelines severely restrict site use.	No further cottage development is suggested in this increasingly urban dwelling area.	No development is recommended on or above these high steep bluffs and cliffs. To the north extremely marginal soil and marsh conditions reduce development potential to a negligible level.	Limited development is recommended if adequate services can be provided.	Development potential increases to the west. Suggested limited development.	No development is recommended due to fragile ecological conditions.	Extensive development is possible, but lack of natural vegetation, services and a shallow, mucky or rocky shore reduce the demand for sites.	No development is recommended due to encroaching swamp conditions.	Limited development is recommended. Well spaced sites are required.	No further cottage development is recommended. Existing cottage densities presently surpass environmental carrying capacities even if services were provided to all dwellings. These areas should be zoned as suburban and brought under permanent dwelling regulations.	Refer to W.	No further development is recommended due to an extremely shallow soil cover. Water quality is deteriorating rapidly.
Demand for Cottage Lot	high	low	low	moderate	moderate	high	high	very low	high	moderate	moderate	low	low	moderate	high	moderate	high	moderate	low	low	moderate	moderate	high	high	high
Provision of Services	high	moderate	moderate	high	high	high	high	low	low	moderate	moderate	very low	very low	moderate	high	moderate	high	moderate	low	low	low	low	high	high	low
Access to Shore	high	low	high	high	high	high	high	moderate	high	high	high	low	moderate	high	high	low	high	high	low	high	low	low	high	high	moderate
Ecological Use Capacity	low	very low	low	very low	moderate	very low	moderate	very low	variable	very low	high	very low	moderate	low	moderate	very low	low	low	low	high	very low	moderate	very low	low	very low
Area	A	Д	Ö	D	ম	ᄕᅭ	Ŋ	H	I	J	K	J	M	Z	0	Ъ	ී	R	ß	₽	n	Λ	M	≻	Z

							TABLE 5-3					
	E = E	M = Municipal P = Private L = Local Group		N = No Y = Yes								
	Lot	Twp.		Owned	Attended	Permitted Use	Visible from Road	Burning	Odour	Drains to	Site	Comments
	09	Ameliasburg		Ъ	Z	Z	Y	Z	z	B of Q	Marsh	Metal, junk
	61	Sophiasburgh		DND	Z	Z	¥	Z	Z	Muscote Bay	Scarp	Litter, a definite landscape liability
	28	Hillier (farmers)	s)	L	Z	z	Z	Z	∀	Pleasant Bay	Quarry	2 acres, a landscape liability, rats
	1	Hillier (cottagers)	rs)	L	Z	Z	Y	¥	Y	ı	Quarry	No fill, junk, unsanitary
1 s. of East Lake	0	Athol		M		¥	Z	z	z	E. Lake	Marsh	On shore of E. Lake
		Athol (cottagers)	()	I	N	Z	Y	Y	z	E. Lake	Shore	Unsanitary, no fill
		Picton		M	¥	∀	Z	Z	z	Picton Bay	Marsh, Quarry	Ploughed under and filled
	6	Hallowell		Ъ	z	Z	Y	z	z	ı	Field	Auto graveyard
I s.w. Gravelly Pt.	26	Sophiasburgh (homes & cottagers)		H	Z	Z	Y	Z	z	Long Reach	Scarp	Small but attracts use
	30	Sophiasburgh		M	Z	Z	Y	Z	¥	Fish Lake	Field	4 acres of litter; attempt to fill
	9	Hallowell (Bloomfield)		M	Z	Y	Y	Y	Y	1	Field	Litter, no fill
n. of Smiths Bay	73	N. Marysburgh		M	z	Z	Z	Z		Smith Bay	Scarp	1 acre, ineffective fill
I north of Black River	19	S. Marysburgh		M	z	Z	Z	z	X	ı	Field.	An extremely bad site
	A	N. Marysburgh		Q	Z	Z	Z	Z	Z	Prince Edward Bay	Headland	Fouling excellent site, proposed Con. Area

CHAPTER VI PROPOSED RECREATION SYSTEM FOR THE AUTHORITY

A. LANDS CURRENTLY UNDER AUTHORITY CONTROL

SITE I—PICTON CONSERVATION AREA

INTRODUCTION

The Picton (or McCauley Mountain) Conservation Area is the first major development proposed by the Prince Edward Region Conservation Authority. It consists of approximately 300 acres at the south-east corner of the Town of Picton, in Lots 21 and 22, Concession II, south of the Bay of Quinte, Township of Hallowell. The property is bounded on the west by private land adjacent to the old Anglican church, on the north by County Road No. 8 (Union Street), on the east by the Concession Road east of Concession I south-east of Carrying Place, and on the south by the boundary of the Department of National Defence property (formerly Camp Picton) which coincides closely with the brow of the escarpment. It is basically a rectangular property approximately one mile east to west and 1/3rd mile north to south. Six property severences for private rural non-farm dwellings were made along Union Street prior to purchase by the Authority in 1960. These properties are now back on the conservation land.

It is recommended that the Authority's current holdings be expanded in two directions:

- (1) South from the brow of the escarpment onto the tableland on former Department of National Defence property to provide access and utility in the tableland.
- (2) West from the existing property boundary to include that parcel of town property south of the church to the D.N.D. land and the Camp Picton Road.

These acquisitions are necessary if the area is to achieve its fullest potential.

The area is within easy walking distance of the centre of the town of Picton, and as such will provide an extremely valuable open space facility for the town as well as the region. It has an interesting variety of natural characteristics which give it the potential for quite a number of land-oriented day use activities of both an educational and recreational character. It will provide both summer and winter opportunities. The area is not one that would be exclusively either user-or resource-oriented, having certain capabilities in both directions. Particular aspects of the site (notably the escarpment face) exhibit a rather fragile ecology, and therefore must be carefully developed if the area is to maintain its inherent attractiveness.

Extreme care must be exercised in construction of any phase of development, and it is recommended that additional on-site consultation be sought from the Conservation Authorities Branch or other qualified landscape planners prior to any implementation of these proposals.

NATURAL SITE CHARACTERISTICS

Since no development has as yet taken place, the opportunity exists to make the best use of this outstanding property.

The site (with recommended additions) may be divided into essentially three zones:

- (1) The bottom land
- (2) The face of the escarpment
- (3) The tableland at the top of the escarpment

The entire area drops from the east to the west, and is drained by an intermittent dendritic stream system. Where these streams go over the escarpment there are waterfalls incised into the rock face. Like the rest of the Prince Edward Region this area is underlain by Trenton limestone. The portion of the escarpment along the southern edge of this property is part of the extended break in elevation which virtually surrounds Long Reach, Picton Bay and Adolphus Reach. Within the Picton Conservation Area the top of the escarpment provides outstanding views over the town and Picton Bay.

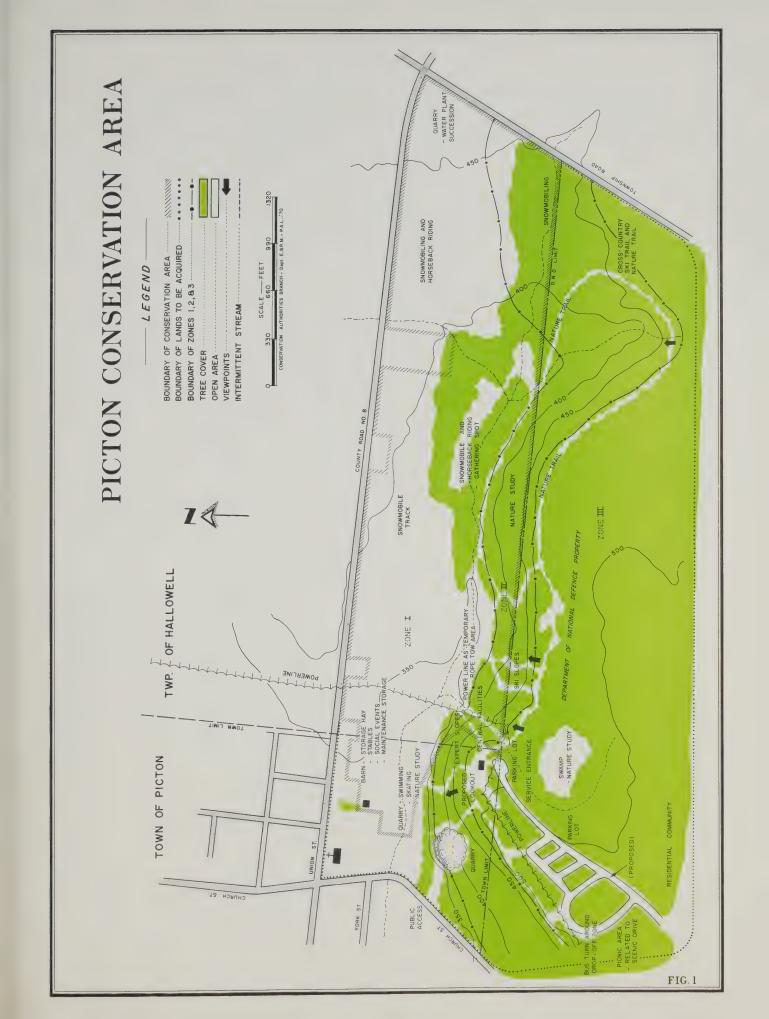
A hydro line crosses the entire property from north to south.

One of the outstanding resources of this site is its potential for providing visual contact with the immediate and distant landscape. At both the micro-and macro-level this experience is closely linked with the interpretive possibilities of the site.

At close range (micro-level) with the benefit of nature trails, students and the public at large may be introduced to the absorbing story of the geology, flora and fauna of the site, in the context of their ecological inter-relationships. The cross-section interpretation along the streams links the individual story to be illustrated in each of the lateral zones. From the top of the escarpment, splendid long-range (macro-level) views to the north offer the opportunity to explain the formation of the physical landscape (the Pleistocene geology and resulting physiographic pattern) and natural and "living" aerial view. It is one of the most aesthetically pleasing and varied landscape views in the county. This facet of the site potential can only be realized, however, if the Authority acquires a usable strip of the D.N.D. land in Zone 3. This acquisition should therefore receive high priority in the development plan for the area.

POTENTIAL USES AND DEVELOPMENT CONCEPT

The Picton Conservation Area is situated within the immediate day-use (in fact the pedestrian) range of the town. It should then be used as an exclusive day-use





park. There should be no camping or trailer facilities developed. The site is too small and too fragile. (Other proposed Conservation Areas will provide this form of facility). It might, however, provide very limited overnight group camping for small and carefully controlled groups such as a six of cubs or brownies, a patrol of scouts or guides or a small youth group, but even this should be closely scrutinized.

Summer activities will require picnic facilities, nature and scenic pedestrian trails, with interpretation points along them. An equestrian trail could be developed in Zone 1 and extend up the eastern slope through Zone 2 into Zone 3 on the plateau. (The same trail could be utilized for snowmobiles in the winter). The south-west quarry in Zone 3 could be developed for swimming. The western extremities of the park in Zones 1 and 3 should be the sub-zones of intensive-use and development, leaving the central and eastern sub-zones in as natural and undisturbed a state as possible.

In Zone 1 the barn should be acquired and renovated so as to become a major town-oriented facility. It would be the generator and focal point of formal use, and could provide the administrative headquarters, the main interpretative and educational centre (with displays and a classroom for use by the local school system), cooking facilities, a gathering point for summer shelter and warming facilities for winter skiers and snowmobilers, as well as any social functions. With the exception of service vehicles and school buses, all access to the barn should be pedestrian. The primary vehicular entrance would be in Zone 3. There is the possibility of the barn including a livery stable. In any case, it becomes the centre from which most formal activity is dispersed. The barn should be screened by plantings from the south-east in an arc through west to the north-east, leaving only a window to the east into the area.

The major public generator and service centre (and the one to which tourists and vehicular traffic would be directed) should be located at the top of the escarpment adjacent to what was the Permanent Married Quarters area. In this vicinity a public parking lot and bus turnaround would be built with pedestrian access to the proposed vicitors' centre, as well as scenic and nature trails, a picnic area near major viewpoints and the top of the ski slope. A small visitors' centre should be developed here which would include some interpretive displays, refreshment concession and winter chalet facilities for skiers at the top of the slope, as well as skaters on the quarry pond. Initially this facility could be housed in one of the existing D.N.D. buildings, but ultimately a suitable building designed and built for this purpose should be considered. Good pedestrian access to the barn in Zone 1 would be provided. Use could be made of existing roads in the P.M.Q's for the time being but a suggested road pattern is shown on the plan. In addition, the existing sports facilities could be incorporated in the Conservation Area.

Nature trails would follow the brow of the escarpment east and west from this point traversing the length of the property. A trail would wind down the east end of the site along the main stream and back along the stream bank capitalizing on the wet land ecology at the toe of the escarpment. Connecting trails should also parallel the south-east and south-west tributaries interpreting the ecology of the scarp face and the resultant stream patterns. These trails should be carefully laid out with a feeling for the ecological and aesthetic assets of the area.

An equestrian trail is suggested. It should be noted that walkers and horse-back riders do not mix well on the same trail. Similarly in winter, skiers and snowmobilers are incompatible. Two trail systems should, therefore, be provided. The summer walking trails would suffice for cross-country skiers in the winter, and the equestrian trails for snowmobiles. Similarly the east end of the property, Zones 1 and 3 would permit open horse-back riding and snowmobiling with little danger to the site. Only Zone 2 requires strict adherence to designated trails in this section.

Development of the site for downhill skiing is probably the most critical and potentially damaging element in the plan. As stated earlier, Zone 2 is the most fragile natural area in the park due to its steep talus slope and lack of herbaceous under-storey. If development of ski slopes is to be allowed, it should be done with extreme care, bearing in mind that this is first a Conservation Area and second a ski area.

The location of viewpoints is perhaps one of the next most critical phases of development. There are a number of excellent sites shown on the plan. From west to east they occur along the edge between the bus drop-off, parking lot and the existing radio tower. Further east there are several magnificent viewpoints on the central promontory and near the course of the south-east tributary as it drops over the escarpment. Careful cutting and thinning should be carried out to open additional windows to the north. This requirement is termed aesthetic or recreational forestry.

The south-west quarry affords an excellent view on its east side about 60' above the bottom. With proper development it may also be utilized for summer swimming, a winter skating pond and interpretation of the sedimentary geology, water table and ground water, springs and pioneer plant communities. During the spring run-off the south face of the quarry exhibits a rather spectacular "bridal veil" falls effect from ground water seepage at layers of impervious strata. In addition such activities as field archery, retriever trials, a rifle range and skeet shooting could be considered for inclusion in the area.

On the main stream, an earth weir was constructed some years ago and then allowed to fall into disrepair. Consideration should be given to rebuilding this in order to create a small pond in Zone 1.

Certain events such as town picnics, winter or summer carnivals, skidoo races, archery meets, or hunter safety programs might be scheduled for the area.

The essence of development in this Conservation Area should be dayuse, nature interpretation and winter sports, all undertaken with as little disturbance as possible of the natural ecology.

PHASING OF MASTER PLAN

It is recommended that the following sequence be adopted for implementation of the plan:

(1) Surveying the ski runs and initiation of a 5 to 10 year program for deve-

- loping the runs in such manner as to completely protect the slopes.
- (2) Construction of a toboggan run.
- (3) Negotiation to acquire former Department of National Defence land in Zone 3, sufficient to provide for recommended uses.
- (4) Negotiation to acquire from the town the western portion of the property including the quarry. All of this should be initiated immediately.
- (5) Clearing of walking and nature trail on the margin on Zones 1 and 2 from the barn to the east end of the property.
- (6) Upon acquisition of the D.N.D. land, clearing of walking trail on the brow of the escarpment with appropriate viewpoints.
- (7) Development of picnic areas.
- (8) Commence renovation of the barn.
- (9) Development of nature guide to the area for use by the school children and the general public.
- (10) Development of phase 1 of access in Zone 3 at the existing P.M.Q's.
- (11) Development of horse-back trails. During this time, attention should be paid to the signing of the property and some fencing may be necessary along the property boundary.
- (12) Investigation of the former dam and pond for possible reconstruction.
- (13) Rehabilitation of the quarry in the north-west corner.
- (14) Development of visitors' centre in temporary quarters in Zone 3.
- (15) Installation of ski-tow facilities, preparation of group camping area if this is deemed advisable.
- (16) Preparation of plans for a permanent visitors' centre in Zone 3.
 - Throughout the entire period appropriate plantings should be undertaken, particularly those which will form wind breaks for the ski runs.
 - During the development, which will probably take in the order of 10 years, it is very important that the following be recognized:
 - (1) Strict quality control be maintained.
 - (2) Adequate supervision be established and maintained in the area.
 - (3) Good co-operative relations be established with the School Board and the Recreation Commission as well as other interested bodies.

- (4) Short-run benefits not be imposed to the detriment of the long-run plan for the area.
- (5) An attempt be made to re-locate the junk yard on Union Street.

CONCLUSION

Depending on the costs, the plan may take from 8 to 10 years to develop. This site must be viewed in relation to the other projects recommended in the recreation report to the Authority. It must be emphasized that under the existing land-price squeeze, it is more important to expend maximum available funds on acquisition in order to accumulate the land base with which to ultimately develop the open space system recommended for the Authority. Installation of facilities can come at any time in the future providing the land has been banked.

SITE II - BEAVER MEADOW

This is essentially a wildlife area and should receive no development other than limited pedestrian access for nature study and wildlife observation. At some time, a trail from the Picton Conservation Area through the west face of the escarpment, where open rough land exists east of County Road 10, and on to this site, should be considered.

SITE III - BLOOMFIELD POND

This site would essentially be a community pond offering day-use picnic and roadside rest-stop facilities. Its potential will be very limited unless the Authority can secure control of the entire pond and both sides of the outlet stream to the street at the west end. Pedestrian access should also be secured near the old Texaco Service Station on Highway 33. The improvement of water quality will be a paramount problem before opening this site for community swimming.

Aesthetically attractive, the pond will require considerable work if it is to provide water contact recreation.

SITE IV - DUG HILL LOOKOUT

This site will be a major asset to the roadside rest stop and viewpoint system for the scenic drive. On the south side of County Road 17 it provides an exceptional view of the Black Creek Valley, McMahon Bluff and Prince Edward Bay. It is suggested that with acquisition of the Black Creek Valley, this site could be joined with the valley land and provide another access point to it. Immediately, its greatest benefit is to assure that buildings will not obstruct the roadside view in this area.

Development will require off-road parking and picnic facilities. Some selective cutting may be advisable to open additional views over the valley. However, this should be done with great care.

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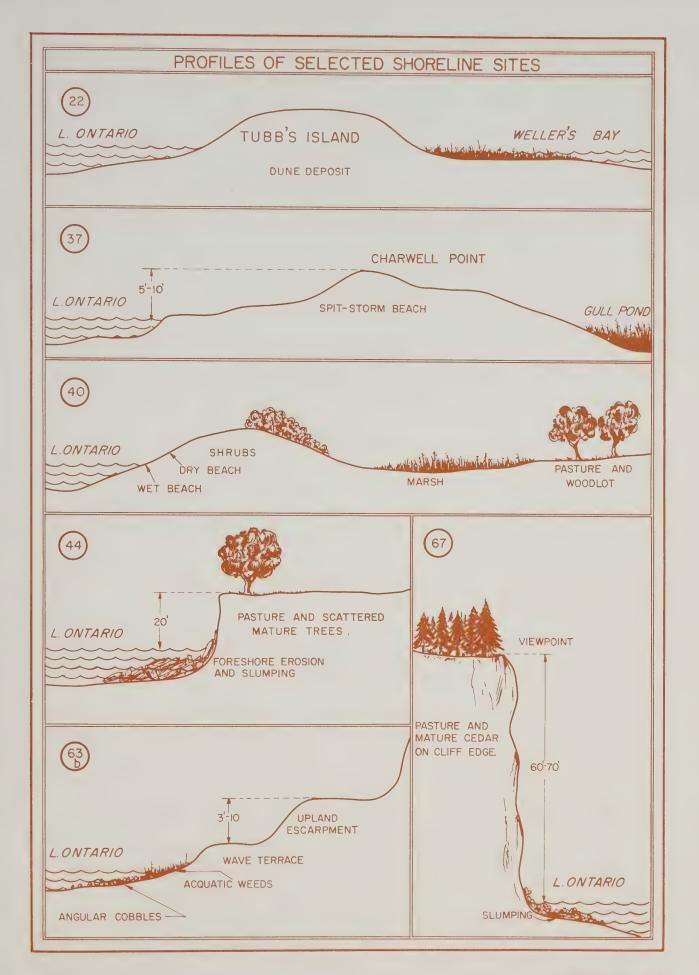


FIG. 2



SITE V - CONSECON DAM

Immediately south of the bridge on Highway 33, access should be provided to the dam site, so that cars and trailers may enter to a point above the dam for boat launching. Parking for six to twelve cars and trailers should be provided, along with a launching ramp.

The few remaining trees on the site must be carefully preserved for reasons of shade and aesthetic appeal. A few picnic tables could be provided and a walkway installed across the top of the dam to allow fishing for children. A program of tree planting to enhance the site should be undertaken immediately, using fast growing species such as willow or poplar.

B. PROPOSED CONSERVATION AREAS

SITE NO. 1 - BALD HEAD

Bald Head and the two adjacent islands, now virtually joined by in-filling sand, are an extension of the bay mouth bar, north of Becroft Point. Becroft Point, Bald Head and Fox Island have all become a single land mass and currently the only access to Weller Bay is at the extreme north, adjacent to the mainland. The main asset of Bald Head would be as an extension to the Canadian Wildlife Service, Wildfowl Management Area.

The area has potential for boat-in picnic sites and swimming, in addition to waterfowl observation.

It is recommended that the Authority investigate the area fully and enter into correspondence with the Canadian Wildlife Service to determine if that agency is interested in extending its holdings in this vicinity. If not, the Authority should consider these islands as primarily a wildfowl area, with limited boat-in facilities. It should be designated as a reserve with hunting prohibited, due to the proximity of Becroft Point.

SITE NO. 2 - HUYCK POINT

This site includes the main point north of Huyck's Road, and the bay mouth bar extending north to Pleasant Bay and enclosing Huyck Bay. It is currently being used as an informal campsite as well as parking and launching for fishermen in Huyck Bay. Duck hunters utilize this site in the Fall for the same purpose.

The bar is breached annually during the spring run-off and rebuilt during the summer, thus effectively prohibiting boat access from Lake Ontario. This erosion-accretion pattern, along with the bar itself and the sand dunes at the Pleasant Point end, constitute features worthy of interpretation for students and the public.

At present the sign at the entrance reads 'Private Property - Public Welcome' so that the site is well established as a local recreation location. This function should not be inhibited by the Authority. However, the area is in need of care and maintenance. Were the property to change hands, no doubt a future owner would be less willing to admit the public, and Authority ownership could ensure that it was kept open.

A small campground (not over 10 sites) might be established, along with a day-use picnic area. A better launching area into the bay should be provided and a permanent breaching of the outlet channel to the lake considered, to allow access for small boats both for fishing and as a refuge harbour off Lake Ontario. A permanent channel would prevent cars and dunes buggies from driving on the bar and gaining access to the small dunes area at the north end, which exhibits a micro-ecology similar to the Sandbanks. Specified parking areas should be installed to provide for boaters and other users.

It is recommended that the Authority investigate the status of this property, and attempt to secure an option, or obtain the right of first refusal should it come on the market.

$SITE\ NO.\ 3-GARRETT\ ISLAND\ AND\ THE\ WEST\ END\ OF\ GASKET\ ISLAND$

(WEST LAKE)

These two spits, the former extending east from the Sandbanks and the latter west from the peninsula dividing West Lake, cut off boat access on the west side of the lake from north to south. Small boats can pass east of Gasket Island through a channel in the marsh, which is an interesting though circuitous route. These two sites are low sand spits, but relatively well drained and offer an attractive setting for boat-in picnics. Garrett Island, abutting Lands & Forests' property, would naturally become part of the Sandbanks Park were it available, so that any investigation of this property should be undertaken in consultation with that department. A small boat channel could easily be breached through the centre of Garrett Island where boats are frequently dragged over the bar. An alternative would be a small marine railway.

The main potential of this site is for day-use picnics and swimming, and it would take some pressure off the outer dunes at Sandbanks. It would further ensure that the two areas would not be developed by private owners which might prohibit access to or across this important shoreline feature in West Lake.

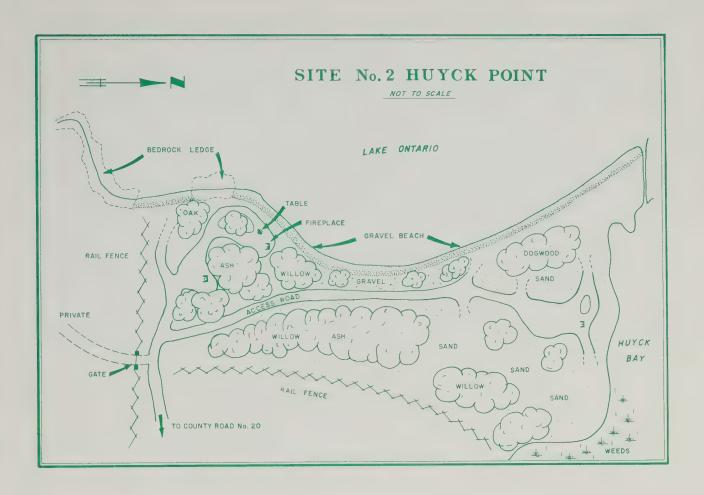
It is recommended that the Authority consult with the Department of Lands & Forests regarding their interest in this property and urge them to proceed with its acquisition. If that department is not interested, the Authority should initiate acquisition proceedings on its own:

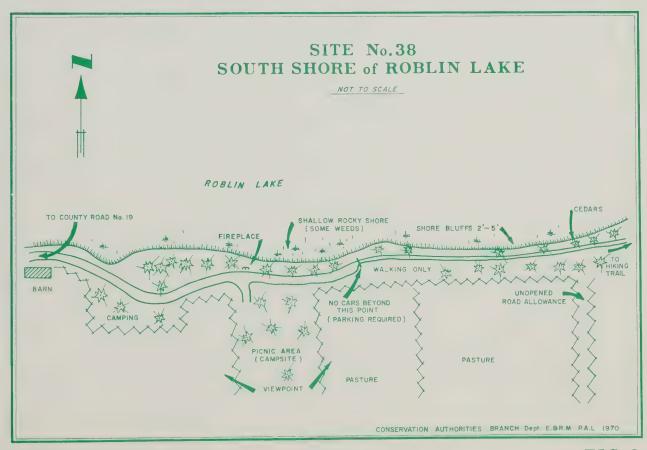
SITE NO. 4 - SALMON POINT (WICKED POINT)

Due to its western exposure, and the shelving foreshore limestone platform, access to this site by water is hazardous. It would be, therefore, primarily a land resource oriented site.

It exhibits classical examples of the lakeshore erosion of Ordovician limestone strata. On site is the old Wicked Point Lighthouse which operated until about 1890 but is still in relatively good condition under private ownership.

The lighthouse could be the focal point of this site if it were returned to public ownership. In addition picnicking, a shoreline and headland nature trail and the possibility of a small campsite should be considered. On calm days there is limited swimming potential on the rock foreshore.







The Authority should attempt to acquire the Point and the former Department of Transport holdings, including the lighthouse building.

SITE NO. 5 - POINT PETRIE GUNNERY RANGE

This property has recently been acquired through Crown Assets Disposal Corporation by the Prince Edward County ARDA Organization, and an inter-agency committee has been established to discuss division of the entire property among various administrative bodies. One of these is the Conservation Authority.

During the summer of 1969 in addition to the Conservation Survey of the property, the Research and Planning Committee of the Lake Ontario Regional Development Council retained Professor F. M. Helleiner of Trent University to report on recommended land use for the tract. This study has been reviewed in conjunction with the preparation of this report, and with respect to recreation there is little difference of opinion. For recreation planning purposes we have chosen to consider 3 sub-units within the total property.

SITE NO. 5a - POINT PETRIE AND WESTERN PORTION OF THE PROPERTY

The extreme westerly portion of the property, upon which the former camp headquarters was located, has the greatest potential for a Class 5 Conservation Area. The main building remains, overlooking Soup Harbour and could well be utilized as a Conservation School, Interpretive Centre and Park Headquarters. It could as well house a research centre with residential facilities.

On either side of the main building complex is land extremely well suited to campground and day-use development. To the north, the headland supports a fine stand of mature hardwood through which roads already exist. The back portion of this area could carry a small campground. However, it might better be utilized as a day-use picnic site taking advantage of the views and the natural park-like micro-environment.

Access from this site to the pebble beach is easy, though the swimming potential is considerably lowered by the absence of sand.

A large tract of second growth is established to the south of the main building from which access to the beach is also convenient. This tract could provide well screened campsites for both trailers and tents.

Point Petrie would be the western terminus of the "South Shore Trail" and from the headquarters building it would first proceed south to the old Point Petrie lighthouse. The lighthouse structure (which has been replaced with a new light-tower), should be retained as an historic site and utilized as an observation point. It could also serve as a museum from which the marine history of the area might be interpreted. Such a museum would complement the South Marysburgh Memorial site. It is understood that the old structure now obscures part of the westerly arc of the new light-tower and is to be destroyed. A submission should be presented to the Department of Transport to prevent such an unfortunate occurrence. The height of the new light-tower could be increased to avoid this necessity and preserve in situ, the last remaining lighthouse on Prince Edward County in public ownership.

The recent military role of Point Petrie could also be told with the cooperation of the Department of National Defence.

On the north side of the Point, a major boat anchorage could be established to provide for large cruisers and yachts. It is exposed to westerly winds, but sheltered from the north, east and south. Ultimately a breakwater and dock could be considered to provide better boat-in facilities and a marina could be established on a concession contract.

The intensive-use area, would constitute the initial development phase, and be confined to that portion between the road and shoreline. It is the better drained and vegetated zone. To the east of the road the terrain behind the characteristic storm beach (which extends unbroken to Gull Point and beyond) is a low and poorly drained marshland. It is primarily this zone that should be reserved for wildlife management. The shoreline trail would follow the storm beach to Gull Pond. There is the possibility of side nature trails into the centre of the marsh on boardwalks, leading to observation points established in the interior.

Additional recreation facilities in the westerly zone may include such things as a livery stable for rental of horses (requiring development of equestrian trails), an archery range and field course, provision for the holding of retriever trials and possibly skeet or trap shooting. The terrain does not lend itself to a rifle range though butts could be constructed. (Two rifle ranges are already on the property although they are adjacent to the area recommended for wildlife so that that location might be unsuitable). It has been suggested that a public hunting area be established by the Department of Lands & Forests, and this is a recommendation that the Authority should support. The division of hunting land from refuge land would, however, have to be carefully studied to optimize both uses.

A considerable section of land should be opened to snowmobiles in the winter. However, this should not be allowed to conflict with the wildlife area if deer and wolf are in danger of being disturbed. (In this regard, it should be noted that legislation was recently passed in the Ontario Legislature which makes it illegal to harass game with a snowmobile).

SITE 5b - GULL POND AND CHARWELL POINT (see Figure 4)

In the eastern third of the DND property, this site, regardless of the disposition of the intervening land, should be linked via the South Shore trail to Point Petrie.

Gull Pond, and the spit of Charwell Point sheltering it on the south-west side, is an unique ecological and physiographic zone on the Canadian shore of Lake Ontario. The entrance to the pond is very shallow and not accessible to boats with a draught in excess of 18". As well, it is choked with weeds for much of the summer. Potential for a marina has been suggested. However, this would seem unsuitable in view of its wildlife potential.

It is recommended that the site be established as a wilderness zone primarily for bird observation and canoeing. The remains of an old dock is in evidence at the north-east corner of the pond near the entrance road. This should

be rebuilt to facilitate the launching of canoes or small boats. A board walk nature trail could be constructed parallel to the north-west tributary becoming part of the south shore trail from the west, and bridging this tributary at an appropriate point. Natural access for walkers and bird watchers to Charwell Point exists from the west, though from the east the pond must be circumvented to reach the point. The nature reserve designation for Gull Pond should be extended up the north-west tributary nearly to the north boundary of the property.

SITE 5c - EASTERN BLOCK OF FORMER DND PROPERTY

This takes in over 1 1/2 miles of shoreline from Ostrander Point east. Its wildlife potential is somewhat lower than that of the main block, though this could be enhanced with management.

Due to the growing demand for areas in which motorized recreation vehicles can operate, it is suggested that this area be designated primarily for this type of use - trail bikes, dune buggies, all-terrain vehicles and snowmobiles.

With the advent of yet another recreation vehicle, the air cushion craft, a new threat to wilderness environment has appeared. The Authority should be aware of this development.

It is recommended, therefore, that this site be considered primarily for a recreational vehicle area with due regard for the shoreline trail which is proposed through the area and up its eastern boundary.

SITE NO. 6 - PETTICOAT BAY

Between Sites 5b and 5c, the shoreline at Petticoat Bay should be acquired to ensure public access to the only beach on the south shore offering any degree of capability for swimming. It is a gravel foreshore with the characteristic storm beach backshore, and a poorly drained vegetated zone behind. Although not of high swimming quality, due to the beach materials and the current algae accumulation, it does provide water access and limited water oriented activity. There is a road to the area and if it is not brought under management control in the near future, subdivision for cottage lots is likely to occur. This site is adjacent to the Petticoat Point marsh discussed in the Wildlife Section of the Conservation Report, 1968.

SITE NO. 7 - PRINCE EDWARD POINT AND ROCKY POINT

The value of the south-east portion of Long Point as a collecting ground for bird migrants is discussed in the Wildlife Section of the 1968 Conservation Report. Acquisition of a section of this shoreline would be of considerable interest to naturalists.

SITE NO. 8 - LONG POINT HARBOUR AND TRAVERSE POINT (see Figure 5) Long Point Harbour, is one of two (the other being Prinyer Cove) offering safe anchorage for small boats on the east end of the county. The shoreline is

entirely in private ownership and the lighthouse is now a private summer cottage. The Authority should attempt to acquire access to the water here and develop launching and docking facilities. A well operated marina should be a viable enterprise in this location and could be considered by the Authority as a concession operation, though private enterprise may well have this matter under consideration.

The only road to the village is parallel to the north shore of Long Point and then swings south following the shoreline below Point Traverse. It is set back from the bluff some 100', and the interval is a most attractive open space zone. The shoreland between Point Traverse (the north-east headland) and the harbour, should be retained as public land for day-use purposes and as a scenic viewpoint. At the present time it is used for these activities and should be kept available. The site is unsuited for residential development due to the extremely shallow over-burden on limestone, and would fall into a "hazard land" classification. Septic tanks could not be satisfactorily installed, because effluent would seep along the strata and out-fall on the headland, adding to an already severe algal growth. Water and aesthetic pollution would be the almost immediate result of any development in this location. If the Authority is unable to acquire this headland every effort should be made to see that it is zoned as open space in any adjacent subdivision plan.

SITES NOS. 9, 10 and 11 - HALF MOON POINT, BLUFF POINT AND

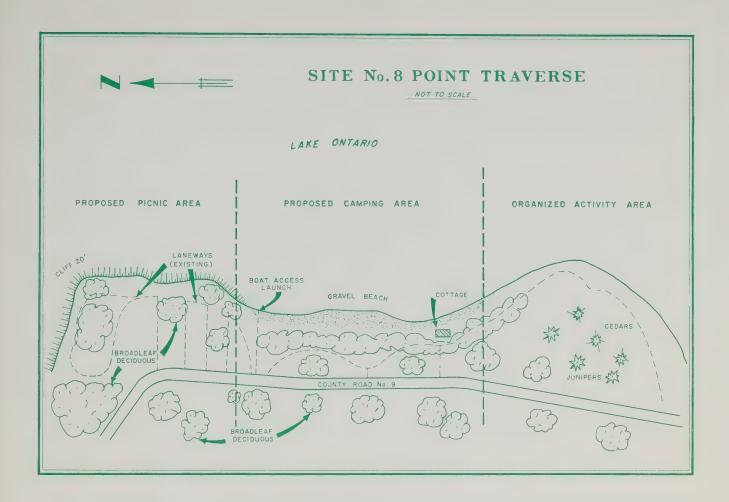
PLATT POINT (see Figure 6)

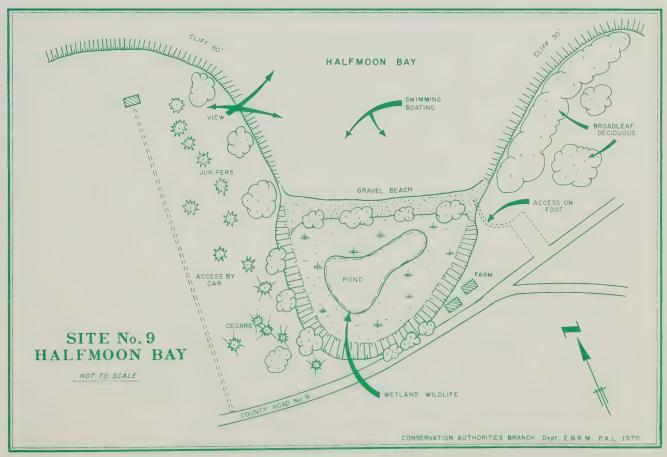
These three sites are all north-facing headlands overlooking Prince Edward Bay and its north shore. The shore cliffs rise abruptly to about 50' at Sites 9 and 10 while Site 11 (also called Flatt Point) is a broad lake plain only a few feet above the existing lake level. Site 11 is covered with mixed hardwoods, while the other two are sparsely treed with open grassland on the limestone plateau at the top of the cliff. Between Platt and Bluff Point the shoreline is low and it then rises abruptly at Bluff Point. East of this location it drops again and a small bay mouth bar has formed a pond at the head of Half Moon Bay. Eastward again, the shoreline rises and the cliff front extends around Half Moon Point.

Taken together, these three sites provide the opportunity for roadside rest stops, scenic views, picnic areas, ecological and geological interpretation of shoreline variation and campsites for trail walkers. The trail would make use of both the highland and shoreline in these areas. Consideration should be given to open space zoning or scenic easement control of the lands north of County Road #9 in all lots of Concession South of Prince Edward Bay.

SITE NO. 12 - McMAHON BLUFF

This headland dominates the surrounding shoreline of Prince Edward Bay. It is on the south bank at the mouth of Black River and is an outlier of limestone resulting from higher post-glacial lake levels and a spillway which surrounded what was then an island. The entire headland is covered with mature mixed hardwood and at the summit, (with selective cutting) excellent views could be obtained in virtually all directions. The precipitous shoreline does not offer easy access to or from the water, though docking facilities could be installed on the north side in the Black River estuary.







If the site could be acquired, it would be best left as a natural area for walking, nature study and viewing, with the only development consisting of walking or boat-in campsites and scattered picnic facilities. If possible it should be linked to the proposed Black River Conservation Area.

SITE NO. 13 - BLACK RIVER VALLEY

The valley of the Black River from the head of navigation to the outlet at Black River Bridge is about 3 1/2 miles. Of all the proposed sites for conservation areas in the Authority, this is perhaps the most versatile. Variety would certainly be the case, if it could be linked with McMahon Bluff and Milford Pond. These three areas should be looked upon as a single unit. The valley is a rich mixture of ecological and aesthetic variation, containing one of the largest watercourses in the county, it is of major significance. It is the only stream which offers any extended canoeing potential and its historical association with the 'Port of Milford,' the ship building and the commercial shipping industries, adds much cultural interest to an area that today is primarily a natural zone.

The vanguard of despoliation has already reached the valley. During the summer of 1969 dredging of lagoon channels for off-river cottages had begun. A concerted effort to halt this type of development should be launched immediately and the Authority should take the necessary steps to commence acquisition of the entire lower valley.

With careful planning, the site could provide for boat-in and walk-in campsites and picnic facilities, as well as a campground on the north side which would be accessible by road.

Near the bridge, the river is broad and much of the shoreline enclosed by cattails. Upstream a short distance, the channel sweeps to the north exposing location #1 (see Fig. 9) on the south bank. The shoreline at this point is a 4 foot clay-loam bank. Behind the relatively flat bed an old meander scar cuts into the valley side, but is interrupted by periodic low ridges, (which are fluvial deposits in the former channel). A mature sugar bush has grown here. The old sugar shack remains, giving evidence of past use. The bush could become a spring syrup demonstration with entrance via the south bank walking trail.

Location 2

One half mile upstream, the river again veers to the north. A north facing headland, exposes an excellent stand of white pine and maple giving boaters the brief feeling of a more northerly ecological setting.

Location 3

Two-tenths of a mile farther, on the north bank, the shoreline becomes low and hard, with a backshore of natural park-like appearance - young pine and hard-wood, interspersed with open grassy areas. Access from or to the water is easy at this point, where an old pier remains. This location would provide an excellent boat-in camping site in conjunction with a trail camp. The view across the river at this point is to a steeply sloping portion of the valley side which closely approaches the south river bank.

Location 4

Here, the valley side veers away from the river and a formerly cultivated area surrounded by mature maple and pine presents a more open aspect. This characteristic extends westward where the maples become intermingled with white birch. The area would support picnic or campsite facilities.

Location 6

At this point, the channel for a cottage lagoon site has been dredged. No care was taken with the spoil heaps, and the impression was one of utter devastation. A resource of the quality and unique dimensions of this valley should not be allowed to fall into the hands of a few fortunate individuals and imperceptive developers.

Between Locations 6 and 7 on the north side, one of the outstanding natural features in the Authority is to be found. An intermittent stream flowing south over the escarpment has formed a falls of 30 feet in height and 25 to 30 feet across. Over time, the gorge has eroded back nearly 200 feet into the scarp and dense oak, maple and cedar have colonized the banks. The geological structure and ecology of the area is fragile and would be easily destroyed. For persons aware of, or interested in, the formation of such a feature it should be made available. However it would be best to keep this area as a strict Class I nature reserve within the Conservation Area. In both its active and dormant state this fall is outstanding and has considerable interpretive value. It should not be publicized, but a marker provided off the main north side trail would locate it for those whose interest might be aroused. An informal landing site could be provided near the outlet for canoeists. In laying out the boundaries for the Black River Conservation Area, the course of this stream should be included as far north as possible, and in any case to County Road 17.

Location 7

On the south bank, pine, birch, oak and maple predominate. A low bank affords easy access to the shore and the view to the north reveals glimpses of the road and farm buildings. The feeling at this point is one of total isolation from the "outside world," which should be the essence of this conservation area.

Location 8

On the north bank, the terrain becomes hummocky and well drained. The area is pasture land with an invasion of sumac and scattered pine and birch, and topographically this area offers the greatest variety in the valley.

Location 9

The head of navigation formerly existed at this point, where the valley broadens. This was the turning basin for ships loading and unloading at Milford. A dock installed on the north side of Black River would provide access to the shore trail, and up the creek beside the falls to Milford Pond.

The main walking trail in this conservation area will follow the north

shore the length of the valley, however a south bank trail should also be developed. It would lead off County Road 9 and go east along the valley crossing County Road 13 in Lot 28 and continue into Site 12. It would lead to the summit of McMahon Bluff, rounding the headland and returning to the main trail at the Black River bridge.

The prime uses of this valley should be walking, nature study, canoeing, fishing, wildlife viewing, picnicking and limited camping for hikers and boaters. In addition to the trail, limited dock and sanitary facilities would have to be installed but only minimum disruption of the natural area should be allowed. Consideration may be given to limiting the horsepower of motor boats on the river. The valley should be controlled from crest to crest, (approximately to the 300 foot contour on either side) with appropriate dump and fill regulations imposed immediately.

SITE NO. 14 - MILFORD POND

This site becomes the northern section of the tri-site area. The trail would come up the valley from location 9, Site 13, around the dam and continue along the north side of the pond. Access for canoe launching should be provided, as well as a dock and swimming raft. This might best be at the west end, though water quality is somewhat better close to the dam. If the dam is reconstructed, a stairway should be built at the north end and a walkway provided across it for fishing. The small island in the north-east corner of the pond should be left as it is, with access only by boat or by swimming. In future, supervised swimming might be considered for this area. No motor boats should be permitted on the pond.

The old mill at the north-west corner may be considered for reconstruction as an operating historic site. A small walk-in picnic area could be located just east of the mill. Ideally a trail should be built close to the water to facilitate fishing from the bank. In years to come, a concession renting canoes and pedal-boats might be considered. Arrangements should be made with Lands & Forests to stock the pond with appropriate game fish. A sand beach could eventually be created to increase the capability of the pond for swimming.

SITE NO. 15 - MORRISON POINT

If possible, a small picnic site should be acquired at this location. If more land were to become available it should be considered for acquisition.

SITE NO. 16a - WAUPOOS BEACH

This is one of the best swimming areas on Smith Bay. It is currently utilized by the Picton Recreation Commission for Red Cross swimming classes in the summer. The property is apparently for sale and should if possible be purchased by the Authority to ensure that the public may continue to have access to this facility. The field behind the beach could be levelled and planted with trees to enhance its picnic potential. Additional clearing of the foreshore would increase the frontage suitable for swimming and thus the capability of the site for water-oriented recreation.

SITE NO. 16b - THE DEVIL'S PUNCHBOWL

This small site (at the mouth of the creek just west of Waupoos) is significant due to the geological history of the feature and the cultural history of the area as an Indian campsite. It is currently becoming a garbage dump. No development is recommended other than ensuring its preservation, cleaning it up and maintaining it in the natural state.

SITE NO. 17 - JUDITH ROBINSON MILL

This site has certain historical significance with respect to the early settlement of the area. The possibility of eventual acquisition or some lesser level of management control by the Authority and/or other local group should be investigated. Under existing private ownership an historical plaque might be erected, if the site were deemed worthy. It could be the focus of a small day-use recreation area.

SITE NO. 18 - CAPE VESEY

Commanding the north shore of Prince Edward Bay, Cape Vesey is undoubtedly the most spectacular headland in the Authority. On a clear day visitors may get views of Waupoos Island, Green Island, Isle La Force, The False Ducks and the mainland to the east. The cape and adjacent property to the north is now under negotiation for acquisition by the Authority. The elevation of the tableland at the top of the cliff is 75 feet above lake level and there is another 25 foot rise to the terrace farther north on the property. The tableland at the edge of the promontory is relatively open, with scattered ground juniper and some hardwoods. The access road in Block "A" from County Road 8 traverses several terraces and is a naturally scenic entrance to the cape.

To the east the property drops over the escarpment to the lake plain some 60 feet below. Access to the water at the headland is difficult and not particularly necessary. However a trail to the east over the escarpment face and thence to the shore on the lowland (though somewhat longer) would be less costly to construct and more satisfactory. At the base of the scarp there is a somewhat sheltered cove formerly used by commercial fishing boats. Docking facilities could be provided here with off-shore anchorage for cruisers and yachts. The pebble foreshore drops off very quickly into deep water. It is not a high quality area for family swimming although for proficient swimmers the deep water off a dock would be attractive.

To the west, former agricultural lands have been invaded by red cedar while still being grazed. The result is a very attractive landscape that lends itself to development for campground or picnic areas.

The land proposed for acquisition extends north to the boundary of Bayside Concession. The escarpment swings into this area. North of County Road 8, the scarp face is moderated by talus and supports mixed hardwoods. The area would provide an excellent archery course site and might even be set aside for bow hunting. On the edge of the scarp near the north end of the property a small pothole lake provides an excellent stopping point for hikers. The lake should be retained in its natural state, with the trail near its shoreline.

Primary development in this area should be for camping, picnicking, hiking, viewing, nature walks and possibly upland bird hunting. Access to the area could be by car, boat or on foot.

SITE NO. 19 - PLEASANT POINT

This area is almost totally developed by private or commercial interests. However, should property suitable for access to the water or for a view point, or for a roadside picnic site become available, such should be acquired by the Authority.

SITE NO. 20 - PRINYER'S COVE

The harbour at Prinyer's Cove is renowned among pleasure boaters as the best in Prince Edward County and one of the best anywhere on Lake Ontario. Until recently it was relatively secluded, with a small number of cottages on the south shore. In the last two years, the peninsula to the north, separating the cove from Adolphus Reach, has been subdivided for prestige summer homes. The atmosphere of this isolated harbour will have been lost to the boater even though the physical attributes of the sheltered water remain. It is to be hoped that the design of the subdivision will preserve as much of the natural vegetation and shorescape as possible. In the past as many as 100 boats have been in the harbour at one time and, while this may decline somewhat, the demand for this type of harbour will not decline. In addition to the marina, some public access to the water needs to be provided in the harbour, (preferably for boat launching and swimming facilities). The Authority should assume this responsibility. It should also attempt to ensure that the wetland at the head of the cove is zoned open space. Due to its hazard land characteristic, lagoon type cottage development in this location would be most unsuitable.

A picnic facility with launch ramp on the south side of the cove would no doubt be heavily used especially by water skiers. The latter is a popular activity and in the future, some form of water use zoning and boat density control on the cove may be necessary. Such should be possible under Department of Transport Regulations. A careful check will have to be maintained on water quality, given the potential increase in effluent from the new subdivision as well as from boats. (It is understood that the marina operator at Prinyer's Cove intends to install a pump-out station in the near future.

It is recommended that a specific plan for the future development of Prinyer's Cove be prepared under the guidance of the Authority. This should be done in order that its potential may be optimized for all boat users, particularly yachtsmen.

SITE NO. 21 - ADOLPHUS REACH

Very little public access is available on Adolphus Reach. This site, between County Road 7 and the shore in Lot 60, Bayside Concession, is a township-owned gravel and sand pit. It fronts on a small cove with a sandy foreshore and good access to water for both swimming and launching. With rehabilitation following the active working of the pits, this could become an excellent combined roadside and boat-in stop. It is well below the elevation of the road and quite well pro-

tected from noise and dust. Parking would be an easy matter, though considerable tree planting should be undertaken. A small portion of the site, (the ridge parallel to the shoreline on the east side) is owned by the Township Cemetery Board. Were the property to be transferred to the Authority, management of this area would have to be investigated. Another interesting feature of the site, is the natural erosion of the gravel pit walls. Due, evidently to the structure and texture of the particles, and the nature of localized runoff, the north and east sides of the pit exhibit a remarkable "micro-badlands" topography. Characteristic gully erosion and "hoodoos" have developed at about one-tenth normal size. This display will change no doubt during the removal of materials and due to natural erosion. However the site as it occurred in 1969 would have made a most excellent interpretive site for geography students and the general public. The eventual preservation of this phenomenon should be investigated.

SITE NO. 22 - LAKE-ON-THE-MOUNTAIN

Reference has already been made to the provincial picnic grounds in this location. Additional public ownership on the lake has been investigated by Department of Lands & Forests with little success. The site is mentioned here, only to recommend that the Authority support any effort to obtain additional land. The lake is of wide interest due to its unusual elevation and drainage characteristics with respect to Lake Ontario, and as such, is one of the foremost natural attractions in the Authority. A trail linking this site with the Milford Pond is recommended via the headwaters of Black River and the upper Black River Valley, so that regardless of additional land acquisition a trail easement around the east side of the lake should be investigated.

SITE NO. 23 - PICTON BAY ESCARPMENT - HALLOWELL MOUNTAIN

West of Glenora, the escarpment parallels Picton Bay above Highway 33 to Picton. That portion of the tableland within the Concession South of the Bay of Quinte and the Concession East of Hallowell Bay, is totally undeveloped. The edge of the escarpment affords magnificent views over Picton Bay, Long Reach and Adolphus Township to Hay Bay. From a recreational standpoint, the strip from the brow of the escarpment south about half way to the concession road would be ideal for an extensive open space zone catering to horseback riding and snowmobiling. The trail from Picton Conservation Area east to Bongard Corners will pass along this edge taking advantage of the scenic quality. Provision should be made for a scenic easement regardless of the disposition of the remainder of this property.

SITE NO. 24 - WHITECHAPEL (CONGOR MILL)

Overlooking Picton Bay, this site is of long-standing historical significance in the area. In the late 1700's David Congor established a saw and grist mill at this location. The original chapel was built prior to 1794 and the existing building constructed between 1809 and 1811.

The land and building should be preserved as an historic site.

SITE NO. 25 - MOUNT CARMEL

This is a quarry site between Highway 49 and County Road #15 overlooking Long Reach. It should be acquired for a picnic site and viewpoint by the Authority and should be developed with only limited facilities, leaving it primarily in the natural state.

SITE NO. 26 - GRASSY POINT

Several private cottages have been built on the small north point cove in this area. The access road parallels the north shore and swings south behind the cottages toward the main point. No development has occurred in the latter area nor along the south-east side of the point. A ridge of rock outcrop runs down the centre of the peninsula roughly along the boundary of Lots 2 and 3 and terminates just short of the main point. The backshore and foreshore on the point are both flat shelf rock. On the south side there is a low, rather poorly drained. margin of lake plain about 75' wide, between the centre ridge and shoreline. The site is not suitable for campground development but offers picnic potential and a varied walking experience along the shore and in the upland. A large variety of tree species was observed. It also offers an ideal area for the boatin day user, with relatively high quality swimming capability (for a limited number of people) off the shelf rock point on the south. Because the area is not well suited for cottage development it is recommended that the Authority acquire a small Conservation Area at the Point and along the south shore, taking in the rock ridge. This would preserve the headland and shoreline.

SITE NO. 27 - FISH LAKE

In the Wildlife Section of the 1968 Report, Fish Lake was recommended as a waterfowl sanctuary. It is further suggested that to facilitate access for nature study and bird observation some portions of the shoreline should be acquired. As well, a walking easement around the entire lake would be desirable. It is suggested that the escarpment trail swing north from Demorestville along the creek to Fish Lake proceeding along the north-west side and exiting across country toward Northport. It is recommended, therefore, that in Concession I West of Green Point those portions of Lots 31 and 32 between the road and the north side of the lake be acquired. Lot 34 in Concession II at the outlet of the lake should also be acquired to provide access from the township road on the south side of Fish Lake.

SITE NO. 28 - DEMORESTVILLE

This site would be linked with Site 27 (as indicated above) via the Demorestville Creek Valley. A relatively small area, it would essentially preserve the falls below County Road 14 and the gorge over the escarpment, through which the trail will pass. The rebuilding of the dam as proposed in the Engineering Section of the 1968 Report would provide a community pond and add interest for hikers as well as affording a continuous and aesthetically pleasing flow of water over the falls, which are now dry for much of the summer.

The first requirement in this area is to clean up material dumped in the valley below the old mill site adjacent to the county road. At the same time

regulations to prohibit future use of the site for dump purposes must be implemented and enforced. Local youth groups could undertake the rehabilitation project.

SITE NO. 29 - QUINTE POINT (BIG ISLAND)

The site is recommended primarily as a picnic spot at the east end of the Island to which motorists or cyclists could go as a rest stop. There is a view of Quinte Bay, the mainland, and the north shore of Prince Edward County.

SITE NO. 30 - ROBINSON COVE

The only sheltered mooring on Big Island, this north shore cove including Miller Point should be acquired by the Authority as a public launching site, picnic area and campsite for users from both land and water. A dock should be constructed on the south side of the cove near the road and a launching ramp installed. Shore-dinner facilities for fishermen could be a feature of this site.

SITE NO. 31 - WEST POINT (BIG ISLAND)

This site is at the end of the road allowance and would provide a small facility similar to that proposed for Site 29 at the opposite end of the Island. It overlooks Muscote Bay, Big Bay and Huff Island, and provides a view from below of the Mountain View Escarpment.

SITE NO. 32 - MOUNTAIN VIEW ESCARPMENT (HIGHWAY 14)

Opposite Mountain View Airport, Highway 14 comes close to the edge of the escarpment providing excellent views over Muscote Bay. The Airport itself is an attraction when training is being carried on, and it would be advisable to approach the Department of Highways to provide an area to pull off the road and watch activities. This would be both a recreational service and a safety precaution.

Several large quarries have been opened between the edge of the escarpment and the highway in this vicinity, and no effort has been made to rehabilitate or screen them. The proposed trail passes through this site and the situation makes it an ideal roadside viewing, picnic and rest stop. If uncontrolled quarrying and dumping continues, however, its natural amenity could be permanently destroyed.

The land in question is in several parcels. Part is Department of National Defence, part the Department of Highways and part privately owned. To the east nearer the Crofton Road, private escarpment land is being offered for sale. The Authority should undertake to investigate ownership thoroughly and attempt outright purchase or acquisition of partial rights in this area.

Both the Department of Highways and the Department of National Defence could be expected to co-operate in an effort to preserve the escarpment in this area.

The Authority should make use of the experience and literature generated by the ''Gertler Study'' of the Niagara Escarpment for guidance controlling an

analogous resource management problem in the Prince Edward area.

SITE NO. 33 - QUARRY - HIGHWAY 14 AND COUNTY ROAD 4

Previous mention has been made of the potential existing for recreational use of abandoned pits or quarries in the Authority. One of the best examples of informal use occurs here. This quarry, (on the north-east corner of the intersection of Highway 14 and County Road 4), is on Department of Highways land which was used for extracting road fill. More recently the right-of-way was changed leaving a triangle of land surrounding the pond.

In the east corner, heaps of overburden have grown over with grass and weeds. Several mature elms remain on the property. The pond itself is about 50' long and 30' wide - shallow at the east end but elsewhere deep enough for diving. On many summer days, as many as 24 young people were using the pond at any given time, and in the evening a dozen cars may be parked at the site, coming from as far away as Picton or Demorestville. It is a current example of the 'old swimming hole.'

The pond is spring fed and its level does not vary more than a few inches during the summer. Water quality has been tested periodically and is evidently satisfactory.

This quasi-natural feature facility, has taken on an intrinsic value, and should be preserved and enhanced. In deference to the local users it should not be advertised or promoted, but it is recommended that the Authority seek to have the property transferred to its jurisdiction from the Department of Highways. Minimum maintenance of the site could then be assumed. Screening along Highway 14 on the west side would enhance the area and with additional tree planting, the apex of the triangle at the north could eventually be an attractive roadside picnic spot with a view of the pond activities.

Recognizing the informal nature of use, the Authority is advised to investigate the liability situation in assuming ownership.

SITE NO. 34 - CONSECON CROSSING - HIGHWAY 14

At this location Consecon Creek forms a standing pond on either side of Highway 14. Unfortunately the creek is only navigable for a few hundred feet on either side of the road. However, the Authority should consider an automobile pull-off adjacent to the bridge and an access for canoe launching. The wealth of bird life visible even from the bridge is quite remarkable and for the motorist who stops and sits with his binoculars, or the canoeist who paddles a short distance into the marsh, it can be a very rewarding experience. This is the only place where a provincial highway actually passes through the Big Swamp.

SITE NO. 35 - THE BIG SWANP AND CONSECON VALLEY

Considerable space is devoted to this natural area in the Wildlife Section, 1968. The chief recreation potential for Big Swamp is observation or hunting of wildlife, hiking or winter use. The construction of small dams at Melville and Allisonville as recommended in the Water Section, 1968 would enable a canoe to penetrate the swamp and yield better access to the only semi-wilderness envi-

ronment in the Authority.

Perhaps the most important immediate consideration with respect to the Big Swamp is its maintenance as a viable ecological zone. Lumbering and surface water management anywhere within this watershed should be carefully controlled. As pressures for residential building increase the impact of urban-type development will necessitate increasingly careful appraisal of all plans of subdivision.

During winter, the swamp exhibits a high potential for snowmobiling, since lumbering operations have opened many trails through the area. A private landowner north of the creek in Concession IV Hillier, has offered to provide access for snowmobiles and allow parking and warming facilities to be constructed on his property. This is near the centre of the swamp. At the east end unopened road allowances lead into the swamp from Bethel on the north side and the Gore G Road on the south. At the west, access from Allisonville toward the east would be relatively easy, as would entrance to the west of County Road 2 toward Melville. Exit or entrance at Melville from the township road is possible.

In addition to snowmobiling, cross-country skiing should be recognized as another potential winter use of this site.

A summer nature trail through the swamp might be undertaken as a long-range project.

The prime environmental consideration is the wilderness value of this feature, which must remain uppermost in the mind of the Authority. It may lead them to a decision that all motorized vehicles should be prohibited in designated Class I zones. Such a plan could permit snowmobiling between Allisonville and Highway 14, but not east of Highway 14. It is a matter upon which the Authority should seek further advice, and consider carefully the establishment of a long-range policy. Management agreements and specific easements with landowners could be very useful in this instance.

SITE NO. 36 - QUARRY WEST OF MOUNTAIN VIEW

This site is accessible from the first east-west township road north of Mountain View in Concession III, Lot 71. The trail passes through the property at the base of the escarpment, and utilizes the unopened road allowance ascending the face on the west side. Although the quarry is still worked, rehabilitation should be initiated to provide for a trail rest stop or overnight campsite. The area also would provide snowmobiling territory during the winter.

SITE NO. 37 - FINGERBOARD HILL

Located at the junction of County Road 2 and Roblin's Mill Road, this upland site has limited natural or aesthetic value other than its proximity to the trail. It should be utilized for a roadside picnic park and could usefully function as another snowmobiling site. Further consideration of this site should be undertaken in the light of other recommendations in this report and a decision made as to its future status.

1.1

SITE NO. 38 - SOUTH SHORE OF ROBLIN LAKE

Almost the entire south side of Roblin Lake is controlled by one landowner. It is the only significant portion of usable shoreline on any inland lake in the Authority, that has not been developed for cottages. For this reason acquisition or control of this property should be carefully investigated. Of primary interest is the narrow treed margin from the shore approximately 50' back to the first fencerow, through which there is an existing path. To the south, cultivated fields and pasture predominate. Only at the extreme west and east of the property is there greater depth of cedar bush which would lend itself to camping or picnicking.

The west end should be utilized for parking and picnicking by users coming in from the concession road south of the lake. The cedar-invaded pasture land at the east end should be primarily for walk-in campers either from the trail or the above parking lot. (Cars would not be permitted beyond the parking area.) A dock should be installed opposite the parking area to allow launching of boats or canoes brought in by campers or day users. All launching would occur here, and the boats would then be moved up the lake to docks at the south-east corner. An unopened road allowance does exist at the east end but should be accessible only to service vehicles.

It is suggested that a spur trail be secured linking the Escarpment Trail and the east end of Roblin Lake. There is a lack of direct water contact on the trail, especially in this section, and development of this site for swimming and trail camping would alleviate this shortcoming.

The foreshore for the entire length of the site is smooth cobble. Construction of a beach should be considered, in order to improve the capability of the site for swimming. It should be noted that this is the only potential Class 5 Conservation Area on an inland lake in the Authority and should therefore be given early attention.

SITE NO. 39 - AMELIASBURGH POND

This small lake, north of the village, is a naturally picturesque feature set in an amphitheatre-like depression. The 75' escarpment which surrounds the pond on three sides is vegetated mainly by cedar, ash and maple.

Originally the pond level was controlled by a mill dam at the north-east end but this has fallen into complete disrepair. Evidence of higher pond levels may still be observed around the edge where trees have been drowned. Currently prevailing low water emphasizes this rather unsightly aspect and the removal of these trees would enhance the aesthetics of the site. Lack of flow through the pond for most of the season results in a luxuriant growth of lilies, aquatic weeds and algae by mid-summer, yielding excellent frog and turtle habitat, but effectively discouraging any water contact. Considerable debris has been dumped in the pond adding to its deterioration. Nevertheless, this is a landscape feature which could be rehabilitated if the dam were reconstructed (see Water Section, 1968) and become an attractive and useful body of water.

The site has inherent potential for swimming, fishing (if it were stocked)

picnicking, trail camping and walking. Over the years, pathways through the area have been created, mainly by children from the nearby Salvation Army Camp. A round-the-pond trail would allow for fishing from the bank, study of pond ecology and a short walking loop. At the west end, this trail would intersect the suggested route from Onderdonk Point. it is recommended that Ameliasburgh Pond be the main entrance to the Escarpment Trail System. At the east end of the Pond, (just south of the dam), a wood road has been cut along the face of the escarpment toward the east. This would become the primary entrance to the trail.

Automobile access to the pond is possible via an existing road down the hill from the village. Due, however, to very limited parking capacity at the bottom, the difficulty of turning and the wastage of valuable land that would result, it is recommended that cars be prohibited from the site altogether. Required parking might be arranged at the village park across the road. The Authority should seek to establish some form of control or management on this site.

SITE NO. 40 - PRECAMBRIAN OUTCROP

From a geological standpoint, this site is unique in the Authority, and should be preserved. It is the only example of Precambrian rock exposure, and is therefore of regional and even provincial significance as a natural area. The granitic outcrop covers an area of approximately 10 acres adjacent to the north side of Concession Road 2 in Ameliasburgh Township, Lot 73. The road has been cut into the igneous rock at two points exposing a 25' face. An access road leads around the west side of the feature to its north side, where there is an old barn. At the west end, a re-entrant depression lies between the two promontories of the outcrop. This penetration is now cropped for hay, but the area would provide parking space for visitors. Picnic tables could be arranged around the side at the edge of the trees, and avoid the fragile ecology of rock surface.

The average elevation in the surrounding landscape is 275'. This feature is outlined by the 300' contour and rises abruptly to two spot elevations over 350' near the north-east end of the outcrop, from which points an excellent view is obtained to the east. Nearer the north side, views over the farmland to the upper marshes of Sawguin Creek, Quinte Bay and (on a clear day) the Murray Hills, are possible.

The actual outcrop supports a unique, almost northern Ontario, plant community. Mosses and lichens grow on the rock, with grass in the soil pockets. Mature white pines dominate the east end, among scattered cedar, maple, beech, oak, ash, sumac and a mixed understorey of shrubby plants. Considerable fracturing of the rock has occurred through mechanical weathering, along with pockets of chemical weathering, where the soil supports small herbaceous plant communities. In places, glacial striations occur on the rock surface.

Interpretive opportunities on the site are excellent. The stories of sedimentary and igneous rock; the relation of this feature to the deep igneous bedrock and the Canadian Shield, and explanation of igneous intrusions; glaciation and erosion and why this feature withstood both; the plant colonization, ecologi-

cal succession and explanation of communities it now supports; and soil formation all could be interestingly interpreted for school students and the public alike.

Immediate steps must be taken to ensure that no further excavation takes place and that there is no cutting of the existing trees, particularly the pines. Preservation could be undertaken either by the Authority, or through representation to the Nature Reserves Section of the Department of Lands and Forests. Whichever method is chosen, action to protect this site should be initiated as soon as possible.

SITE NO. 41 - ROSSMORE POND

On the east side of Highway 14 just south of the village of Rossmore, this one-quarter acre marshy pond is used by local children for water activity. Its primary value would be as an improved pond for swimming.

For the incoming visitor, an informational kiosk at this location, explaining the Conservation Authority, its activities and opportunities, would be most useful. The structure would not have to be manned, but could consist of a small covered pavilion with display maps, pictures and information and a brochure dispenser.

SITE NO. 42 - KENTE MISSION SITE

The Authority should keep informed of developments in connection with this site even though grants are not available at present to undertake historic reconstruction. Involvement and assistance in plans for this site would lend an element of variety to the Authority program not offered elsewhere.

A reconstruction of the Mission Site along the lines of the Midland Indian Village could become a major tourist and historic attraction for the region and should be encouraged by the Authority.

SITE NO. 43 - ONDERDONK POINT

The most rapidly developing portion of the Authority with respect to non-farm housing, is along the Bay of Quinte and County Road 3 between Carrying Place and Rossmore.

It is alarming that no public shoreline exists in this area. In future, the necessity for open space will become critical and it is recommended that the Authority attempt to acquire water frontage on Onderdonk Point. In conjunction with this, acquisition of all or part of the highland feature immediately south of the point and west of Albury is recommended. This drumlinoid feature, is partially cleared, but now exhibits a considerable invasion of red cedar. Its north-facing slope affords splendid views of the Bay of Quinte, the Town of Trenton and the Canadian Forces Airbase. It would provide a good trailer and camp site for transient tourists, picnic ground, and area for winter sports such as tobogganing, sledding, family skiing and limited snowmobiling. The wetlands on the south are easily accessible and that area would considerably enlarge the area.

A walking trail could be laid out from this site through the wetlands to Victoria Church and thence to the major escarpment re-entrant west of Ameliasburgh. The trail would follow down this feature and around the escarpment to the Ameliasburgh Pond, at which point the primary entrance point to the trail system will be located. (see Fig. 6)

For a viewpoint and roadside rest stop this site is close to Highway 33. It is readily accessible from Trenton for overnight campers off Highway 2 and Highway 401. It could become a major year-round facility, with considerable revenue accruing to it during the summer.

SITE NO. 44 - MASSASAUGA POINT

Massasauga Point is recommended as one of the Authority's major recreationoriented Conservation Areas. It is perhaps the most varied and high quality site in the Authority and has the potential for an excellent development plan.

The area is under considerable development pressure from private interests, whose programs are already well underway at Wallbridge Point to the west, and Horse Point to the south. Two private cottages have been built to the north side of Massasauga Point.

The peninsula consists of a limestone shelf about 25' above lake level, protruding toward the mainland at Point Anne. The headland is rather blunt with an east-facing exposure about one-quarter mile from north to south. The fore-shore is shelfrock which has been eroded along strata contacts giving a step-like formation down into 4' of water. Large blocks of broken limestone lie on the bottom, although in some places smooth shelfrock extends out from the water line for 15' to 20'. The north foreshore is similar. The south side of the point has a 3' to 5' bank dropping to a cobble foreshore. This gives way to a good quality sand beach in the cove at the south-east corner of the peninsula (north-west corner of the bay).

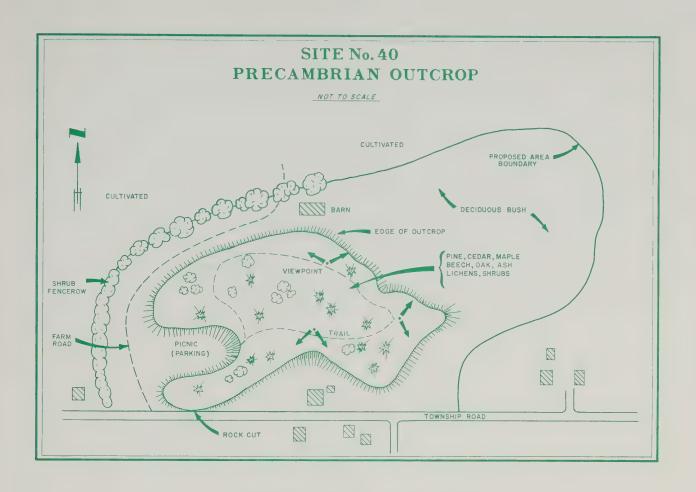
The sandy beach extends south for about 200' to the next small headland where a cobble beach (with 1' to 2' bank at the waterline) re-appears and aquatic weeds tend to increase.

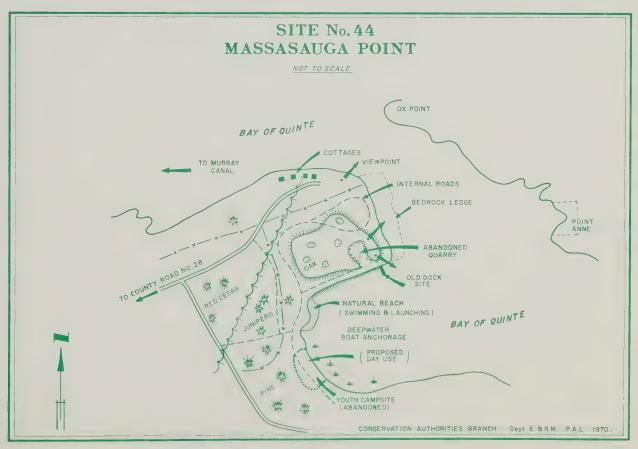
A ridge of limestone extends down the middle of the point and, near the south-east corner, an abandoned quarry penetrates the ridge, forming an artificial canyon opening to the shore on the south-east. The remains of an old dock for loading stone are still visible.

Most of the point is tree covered, with a variety of species. Ground juniper and red cedar predominate in the centre of the peninsula with a considerable succession of poplar on the unconsolidated tailings around the former quarry.

Scattered oak and maple appear on the point, and at the head of the bay a reforested area of 40 to 50 year old pine predominates.

A network of roads permits access to the entire point. At the head of the Bay there is a former youth camp, the grounds of which could easily be developed.







The bay is excellent anchorage for large cruisers and yachts, a number of which were observed here at various times during the summer.

Given the topography, shoreline and vegetation in conjunction with the existing road system, use of this area could be developed rather quickly and at moderate cost in the initial stages.

Reference to the map indicates a conceptual land-use plan for the area which will readily support day-use, picnicking, swimming, boating, family camping, group camping, walking trails and nature study. The site could cater to boaters and offer shore facilities to yachtsmen who anchor in the bay.

This site is unquestionably one of the best in the Authority and could very well become the show-place of the Authority's Conservation Areas system. The potential for a Class 5 area is high and therefore no time should be lost in investigating means of gaining control of Massasauga Point.

C. THE HIKING TRAIL SYSTEM (QUINTE TRAIL)

In the report thus far, various references have been made to a hiking trail system for the Authority. It is felt that this form of recreation facility, when combined with efforts to preserve the escarpment lands of the county, would constitute environmental conservation of the highest order.

The trail system is conceived as a network of interlocking routes which will allow pedestrian access to most of the outstanding natural areas of the Authority and utilize many of the proposed Conservation Areas as campsites and rest stops for hikers. In the winter the trails would provide excellent cross-country skiing potential. Use of these trails, however, should not be encouraged for motorized recreation vehicles such as snowmobiles, all-terrain vehicles or trail bikes. Other areas have been recommended for this purpose and the two are generally not compatible. The hiking trail could serve in some sections as an equestrian pathway. However, this too requires careful management depending upon the relative intensity of use by walkers and horseback riders.

For ease of description the trail system is divided into three sections:

The North Escarpment Section
The Picton-North Marysburgh Section
The South Shore-Long Point Section

These three interlocking sections cover much of the Authority but by no means exhaust all potential routes. One major section omitted is on the west shore from Becroft Point to Huyck Point via North Beach Provincial Park, the Pleasant Bay Bar and the proposed Huyck Point Conservation Area. Another is from Wellington along the Sandbanks through the park, thence via the north shore of Athol Bay to Outlet Beach. From there it would go through the park, south-west to Wicked Point and join the South Shore Trail at Site 4. Other linkages could be added.

In the following paragraphs, the entire system is outlined.

THE NORTH ESCARPMENT SECTION

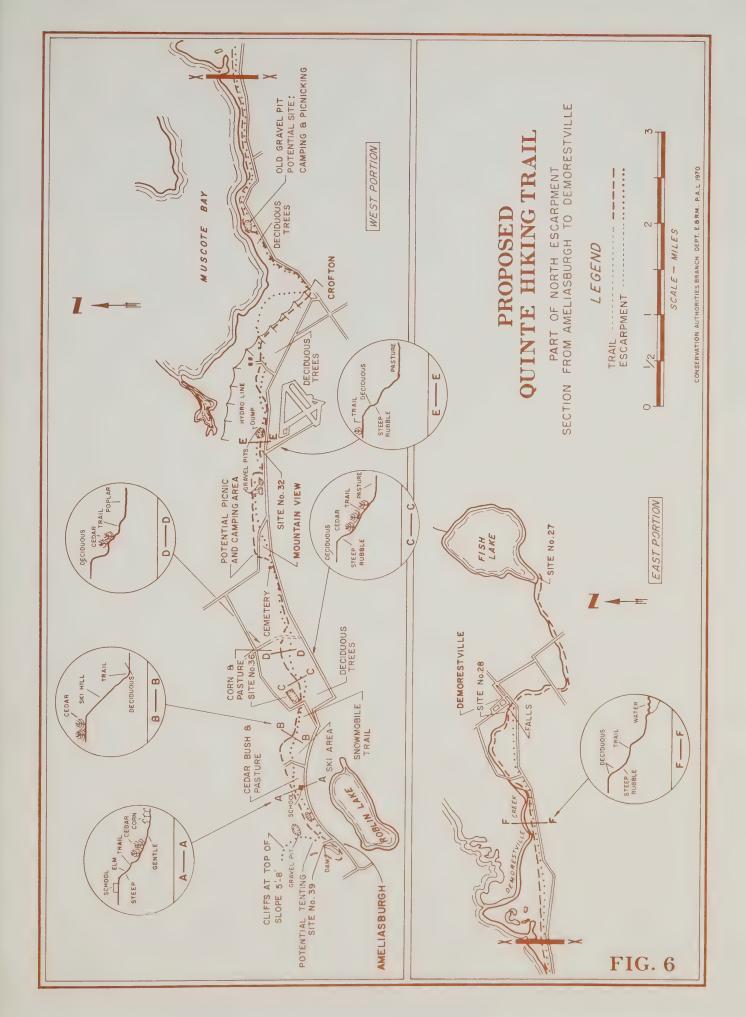
In brief, this portion of the trail starts in the north-west at Ameliasburgh Pond, follows east along the escarpment through Mountain View, around Muscote Bay to Demorestville, thence via Demorestville Creek and Fish Lake to Northport, across the peninsula on the ridge to Long Reach and then south through Mount Carmel and Roblin Mills to Picton. Its total length is about 38 miles.

The official entrance to the trail in the north-west would be at Site 39. (It was suggested that a trail from Onderdonk Pond Site 43 via Victoria Church to the main trail entrance might be developed at a later date.) At the entrance site, a small tenting area has been suggested and an information kiosk could provide details of the trail for entering hikers. A symbol for the trail should be designed and adopted, as well as a uniform marking system. Assistance in these matters might be obtained from the Bruce Trail Association, along with examples of their guidebook developed for Bruce Trail hikers.

Fig. 6 is a strip map showing details of land-use, vegetation and special features along the proposed route of the trail from Ameliasburgh to Demorestville. Included are periodic cross-sections of the escarpment.

The actual trail entrance would be at the "Y" in the entrance road to the pond at the base of the escarpment. The old wood road follows east near the toe, most of the way to County Road #23, passing through mixed hardwoods and cedars. Views to the north over farmland are frequent. Just west of the public school there is an abandoned quarry site with good exposure to the north. At this point, the trail could split and follow both the cleared road along the base, and the brow of the escarpment behind the school, where a path has been created. In this vicinity, a side trail would be laid out leading to the south shore of Roblin Lake, (see Site 38) where facilities for camping would cater to hikers.

The split would continue east of Road 23 through the existing ski area, joining Road 19 nearFingerboard Hill (Site 37). From the north-east corner of this property the trail would continue east along the face of the escarpment to the gravel pit at Site 36. Here it ascends the scarp on the west side following the old road allowance to the brow and swings east toward Mountain View. In that village it comes out at the cemetery and goes north along the street to the old Highway 14 right-of-way where it turns east, and crosses existing Highway 14 to the gravel pit beside the old road allowance. At this point it passes through the pit and will remain on the face, gradually angling up the side in order to arrive at the brow opposite the north end of Mountain View Airport. This is in Site 32, where considerable quarrying and dumping has taken place. Rehabilitation and clean-up in this area needs to be undertaken in the near future. Potential camping and picnicking sites exist in this vicinity with excellent views over Muscote and Big Bay. At the south end of this property, between Highway 14 and the edge, escarpment land is currently for sale. The trail would no doubt have to go down over the face again until it reaches the Hydro right-ofway and then follow that line up the escarpment, and east of it around the edge before intersecting Road 14 at Crofton. From here to Demorestville the trail would follow along the face, climbing to the top where property and views permit. Where the trail meets Demorestville Creek it will swing up the valley to Site #28 and across the upper High Shore Road in the village.





South of the road the trail continues up the creek to the south-west corner of Fish Lake, where the first close contact with water on the main trail is obtained. The trail would follow the west margin of the lake to Site 27 where it would turn north again to meet the moderated scarp face in Lot 30 and 31. From here it follows the rolling landscape behind Northport, and comes close to the Bay of Quinte where the escarpment face is better defined beside the Northport Road in Lot 19. There is a good overlook to the north-east across the bay to the Tyendinaga Indian Reserve at this location, and a rest stop area would be appropriate.

The trail continues along the escarpment as it swings east away from the Bay of Quinte and across the point to Long Reach. It crosses Highway 49 where the road comes up the incline from the Quinte Skyway, and the trail drops to the shore at Cole Wharf. From here south to Picton, it will follow the shoreline and the scarp brow as is most feasible depending on local land use. Through the proposed Mount Carmel area it should be able to go along the shore, rising up over the edge toward Roblin Mills and then taking advantage of the several coves that indent the shore between there and Woodville. These rather attractive coves would provide possible rest stops beside the water. From Woodville south the highway comes close to the edge of the escarpment and new residential building is taking place between the two. The trail will have to divert around the St. Lawrence Cement Plant and then come back down to the Whitechapel area. From there it may have to swing west of the highway across open land or else follow Highway 14 into Picton.

The urban portion of the trail will pass through Picton, taking advantage of the historical landmarks and other urban amenities. The hiker will pick his own route to the Picton Conservation Area.

THE PICTON-NORTH MARYSBURGH SECTION

Starting from the barn in the Picton Conservation Area, the trail will go up the escarpment in the vicinity of the power line or one of the creeks, and follow the brow overlooking Picton Bay through this Conservation Area, on to Hallowell Mountain (Site 23) and beyond to Lake-on-the-Mountain. An existing trail leads down over the escarpment to the fish hatchery property and could be used by hikers entering via the Glenora Ferry. From here, it is suggested that a trail loop south to the headwaters of the Black River and follow the valley downstream to Milford Pond. This could start off around Lake-on-the Mountain or else follow the first Concession Road east of the lake to the unopened road allowance, then east and south picking up the stream valley at Traverse Road in Lot 13, Concession North of Black River. This loop would continue around Milford Pond to the dam where either the North Bank Trail or South Bank Trail (already referred to in Sites 12 and 13) would lead to Black River Bridge. The trail splits at this point, the south branch leading into the South Marysburgh section, the north branch looping back up the escarpment and north-east to Waupoos.

At Waupoos, the trail splits again. One branch goes north, just east of County Road 8 and follows the escarpment through Lots 1 and 2, Concession North of South Bay and Gore M, crossing County Road 17 and joining the main trail north of the road and three-quarters of a mile east of Site 21.

From here, the main trail continues east along the north shore utilizing the top, face or bottom of the escarpment as dictated, to the point near Bongard where the escarpment again swings south to Cape Vesey. At Bongard, a spur

trail could continue on to Prinyer's Cove. However, the main loop follows the escarpment south and goes into the Cape Vesey Conservation Area in Block A, leading south through that property to the headland. Here it turns west along the top of the cliff and proceeds via this route to Waupoos East and Site 17 at the Edith Robinson Mill. It swings up the creek valley here across County Road 8 and onto the tableland, tracing the stream courses and upland to Waupoos where the loop is closed.

THE SOUTH SHORE-LONG POINT SECTION

From Black River Bridge, or McMahon Bluff (Site 12) the trail goes along the shore of South Bay through the Mariners Memorial Park to the Pioneer Cemetery. At this point it strikes off across the base of Long Point peninsula to link with the South Shore Trail from Point Petrie at Petticoat Bay (Site 6). No link is indicated from the Pioneer Cemetery to Site 11 due to the density of shoreline development around South Bay and the relatively flat and uninteresting landscape. If desirable, however, this loop could be closed at some future time.

A section of trail is indicated between Platt Point (Site 11) and Half Moon Bay (Site 9) via Bluff Point (Site 10). The shoreline in this section provides a good deal of variety in relief with particularly fine views across Picton Bay in the eastern half.

At Site 10 the trail goes south to Ostrander Point entering the old Department of National Defence East Property (Site 5C) at the north-east corner. From Ostrander Point the trail travels west along the shore all the way to Wicked Point. In so doing, it makes use of the beach and storm beach most of the way, passing through Site 6 (where the loop from South Bay joins), Gull Pond (Site 5B) and Point Petrie (Site 5A). For most of the distance, excellent bird watching and shoreline nature study is possible. Some of the best beach combing on Lake Ontario is to be found because material is still being washed up from the dozens of shipwrecks off-shore. At almost any point along this shore access for scuba divers is possible. The most unpleasant aspect is the annual build-up of algae, which in places will cover the shoreline to a depth of several feet.

It is felt, that the above trail system, when developed will provide one of the most outstanding facilities for hikers anywhere on the North American continent. It would be unique, in that the loops are relatively short and could easily be walked in discreet sections on weekends or longer holidays. Access would be available at many points and much of the system lends itself to circular trips which bring the hiker back to his starting point without retracing the same ground.

At the present time, no trails in Ontario (outside of Parks) offer this advantage.

Comments on trail acquisition and development are available for Authority study.

D. MECHANIZED RECREATION VEHICLE ROUTES

The incompatability of hikers or cross-country skiers and mechanized recreation vehicles has already been mentioned. Limited common use may be acceptable. However, the motives of the two types of users are generally quite different and

satisfaction for the hiker (who is generally looking for tranquility and the opportunity to see wildlife) will be jeopardized by the presence of motor vehicles. The recreation vehicle user, whether it be in winter (snowmobiles) or summer (ATV's, trail bikes, etc.) is more interested in touring in his vehicle, seeing the views at higher speed and being exhilarated by the vehicle and its performance.

For these reasons a number of areas have been recommended for use by recreation vehicles and it is suggested that by designating unopened or unused road allowances with appropriate links, a rather extensive system of routes (separated from the main hiking trails) could be laid out. Fig. 9 indicates those roads in the Authority which might be so used. In addition, hydro rights-of-way, the railway right-of-way and future pipeline routes should be considered. If the Authority were to study this recommendation in more detail, it is felt that with the co-operation of the county and the various townships this facet of leisure-time activity could be well provided for.

E. THE SCENIC DRIVE

Driving for pleasure is one of the most popular recreation activities indulged in by North Americans. The high rate of participation is partly a function of distance and lack of public transit, and partly due to the fact that persons of all ages have the physical capability of seeing the landscape from their automobile and in a relatively short time period.

It is felt that Prince Edward County offers a natural area for this activity and a well marked, adequately serviced motor route could be of both aesthetic and economic advantage as part of the recreation system.

Existing roads in the county are adequate for such a program. All that is needed is proper marking, improved roadside facilities and an interesting and informative *route guidebook*, to help the motorist understand and appreciate the countryside through which he is travelling.

A basic drive is outlined on Fig. 9, most of which has the potential for worthwhile interpretation.

An abbreviated route guide to the county is available to the Authority in draft form. With amplification it would be the basic framework for a published tour description.

The Authority, in co-operation with the Department of Highways, County and Township Roads Departments and the Tourist Council, should attempt to implement this concept of the scenic motor route for the Prince Edward Region.

In conjunction with the scenic drive, a number of viewpoints and roadside overlooks have already been mentioned in the text. The key areas are shown on Fig. 9.

The Authority should attempt to co-operate with road agencies to develop adequate overlook parking and signing for these sites as part of the scenic drive system.

F. CYCLING

As a corollary to the automobile use of the scenic route, the Authority should not overlook the increasing interest in bicycling. No where in Ontario has any effort been made to cater to this form of recreational activity. It is highly likely that cycling in the Prince Edward Region could be successfully promoted if the scenic drive and the camping facilities were advertised for this additional purpose. The tour book would be equally useful for cyclists, and the many side roads would be attractive for "exploration" by bicycle. In some places, off-the-road bicycle routes might eventually be established if the demand warranted.

This concept should be given serious consideration by the Authority and other planning agencies.

G. WATER ORIENTED POTENTIAL

Throughout this report considerable emphasis has been placed upon the importance of the shoreline and access to water. Earlier, an inventory of existing sites with potential for public access and boat launching was presented. These sites would become an integral part of the recreation system in the Authority providing for the needs of small boaters and fishermen.

Lake Ontario and the many bays provide ideal water for motorboating and sailing.

For the canoeist, opportunities in the Authority are somewhat limited since open water is frequently hazardous for this sport. Extended canoe trips, such as are possible in most of the mainland Authorities to the north and east of Prince Edward, are not available here.

As pointed out in the section on the Black River, this body of water offers the best inland canoeing available in the Authority. The inland lakes will also attract canoeists. For the naturalist, paddling in the marshy estuaries of Sawguin Creek, Demorestville Creek and south of Big Island can be rewarding. On the west shore, Weller Bay, Pleasant Bay and Hillier Creek, Huyck Bay and Hubbs Creek, West Lake and Bloomfield and Waring Creeks, all have a potential albeit limited, for canoeing and nature observation. The other key area for this activity is Gull Pond.

If weirs were installed on Consecon Creek it would considerably increase access by canoe to the Big Swamp.

H. PITS AND QUARRIES

The necessity for paying close attention to these features has been noted. Both the recreational potential and the environmental damage resulting from this form of resource exploitation deserves continuing surveillance on the part of the Authority.

I. ISLANDS

No specific inventory has been made of the potential of islands in or surrounding the Authority. Nevertheless, islands are often ideal areas for preservation or conservation land-use. The Authority should attempt to provide itself with such a study and take the action deemed necessary to safeguard some examples of this land form type.



CHAPTER VII

THE PLAN - RECOMMENDATIONS AND PRIORITIES

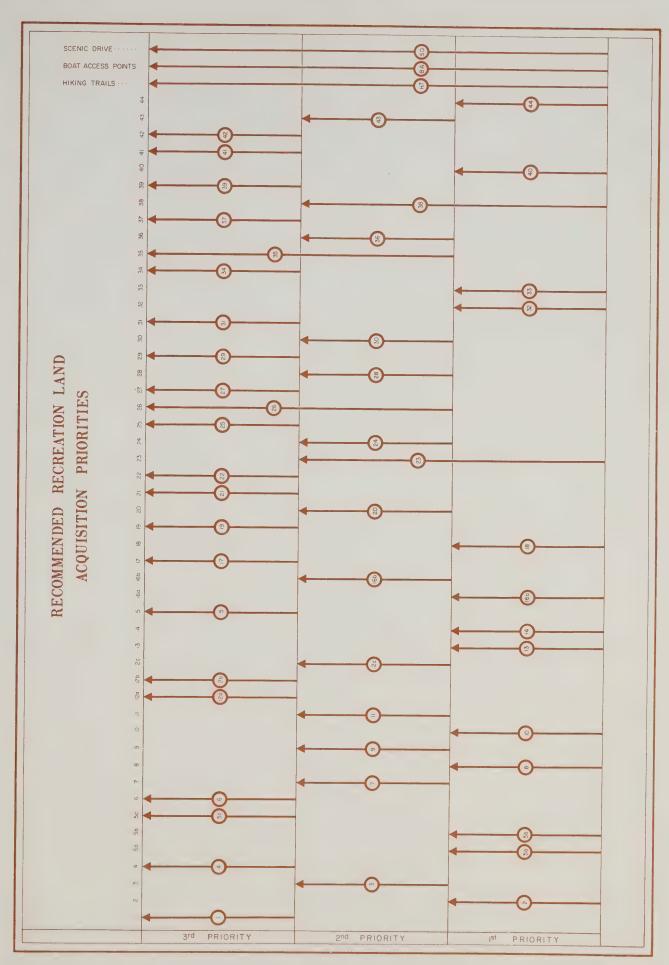
1. RECOMMENDATIONS

A number of specific recommendations are stated or implied in this report. They are summarized here.

It is recommended that the Prince Edward Region Conservation Authority:

- Make a sincere effort to acquaint itself with its role in the development of an integrated, province-wide and nation-wide system of recreation opportunities and environmental management, and attempt to fulfil this role to the utmost of its ability.
- 2. Establish, as soon as possible, a *Recreation Advisory Board* to undertake the specific tasks outlined for it in this report.
- 3. Through this Advisory Board, draw up a set of goals for recreation in the 70's, as suggested.
- 4. Adopt a phased development program as outlined in this report, make every effort to abide by it, and accelerate implementation to the maximum.
- 5. Establish and maintain liaison and good reciprocal working relationships with all resource management agencies in the area.
- Recognize the impact that its program will have upon the tourist economy of the Region and help to optimize this inherent benefit.
- 7. Familiarize itself with all of the techniques of land acquisition and control and attempt to utilize as many as are practicable in order to use most effectively funds available for acquiring conservation land.
- 8. Concentrate for several years upon acquiring control over lands necessary to the realization of the recommended system, and postpone major extrinsic development until such time as the land base is assured, and funds expended for this purpose will not jeopardize long-range acquisition goals.
- 9. Consider the feasibility of adopting certain overall management concepts from the approach taken in the British National Parks, and attempt to apply appropriate modifications of certain of these ideas.
- 10. Utilize the "Environmental Corridor" concept and the unifying effect that it provides, in laying out the Authority's finally adopted plan and implementation priorities.
- 11. Pay particular attention to problems existing in the shoreline corridor and refer to the shoreline capabilities and recommended cottage development zones when reviewing subdivision applications. The same comment holds true with respect to escarpment land.

- 12. Attempt to acquire some form of control over the land recommended which will form the basis of the recreation and environmental conservation land system; and attempt to acquire these controls in as short a space of time as possible.
- 13. Adopt a classification system for recreation and environmental land management program as suggested in this report.
- 14. Establish as basic in its recreation open space system the following key types of areas:
 - (a) Conservation Areas (Classes I to VI)
 - (b) Trail land and scenic routes
 - (c) Water access points and shore facilities for boaters
 - (d) Landscape viewing points.
- 15. Integrate the recommendations set forth in this portion of the Conservation Report with those in the Report presented in 1968.
- 16. Attempt to initiate, in co-operation with other interested agencies, training and information seminars for private recreation facility operators. This is designed to assist them with planning and operational aspects related to conservation and environmental management.
- Adopt building design standards that are feasible throughout the Authority and will be symbolic of the Authority. The Authority should make use of a basic design using appropriate local material complementary to the natural landscape. The services of an architect should be retained for this purpose.
- 18. For land planning and site development purposes, retain the services of qualified consultants, in particular landscape architects.
- 19. Prepare interpretative guides to each of the Conservation Areas, the hiking trail, and the scenic drive. This should be done in conjunction with the conservation education program and draw upon as wide a base of expertise as possible.
- Undertake a program of liaison with private landowners, in order to improve relations between recreationists and the landowner. Success of such a program will make the Authority's task of establishing trails much easier and could greatly increase the access to private land for rambling, hunting and other recreational activities.
- 21. Adopt a policy whereby no private leaseholds are permitted on conservation land. Only concessions should operate within the Conservation Areas at the discretion of the Authority.
- Initiate a program with the Department of Transport to the end that no more lighthouses or shoreline properties are disposed of in private sales. In connection with this, also attempt to restore to public ownership lighthouse properties that have passed into private hands.





2. IMPLEMENTATION PRIORITIES

No guide to implementation can be followed exactly. Priorities must be sufficiently flexible so that the fortuitous opportunity may be taken advantage of. Priorities can only be determined accurately by the Authority due to its detailed local information. Knowledge of those areas which are under the greatest threat of being lost, and those which, because of a landowner's attitude toward the concept of Conservation, may be in less danger of loss, and control over which can be safely postponed.

The planning period is divided into three priority phases. Each is of approximately equal length, though a specific time limit is imposed only as an example. In the interest of finally achieving an outstanding system, however, each period should be minimized. The reasons for this are obvious. Pressures on the land are increasing continually, as are prices. It is reasonable to assume that lands which are not brought under some form of control in the near future may well be lost to the public forever, or at the very best, will only be available at inflated costs. As a basis for discussion, a 15-year planning horizon to about the year 1985 is suggested, made up of three 5-year priority periods:

Phase II - 1971 to 1975 Phase III - 1976 to 1980 Phase III - 1981 to 1985

Figure 7 is a scheme based on this timing, and it is hoped that it may be of assistance to the Authority, as well as other interested agencies.

3. CONCLUSION

The foregoing report reflects an increasing demand for recreational resources in Ontario, and attempts to clarify problems and opportunities in this area of planning as they pertain to the Prince Edward Region Conservation Authority.

It is believed that this Authority has the potential to assume a position of stature with respect to recreation, open space and environmental planning. Reaching this plateau will not be an easy task. Its attainment however, would be a contribution to the local region and the province of very great proportions. The challenge has been made, and it remains for the Authority to act.

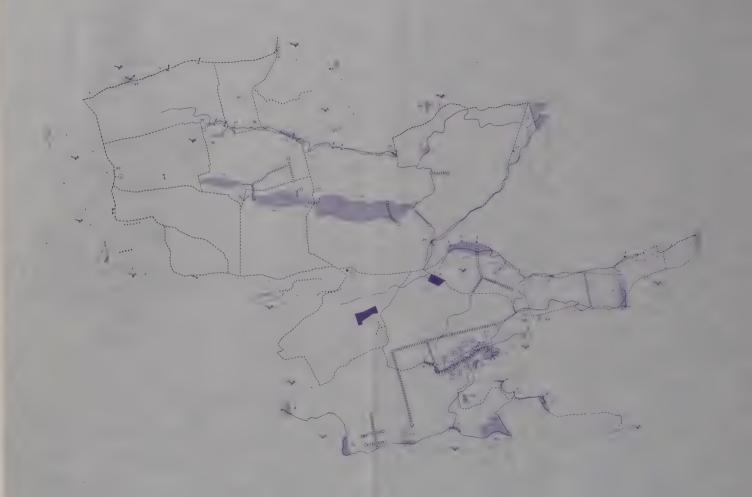


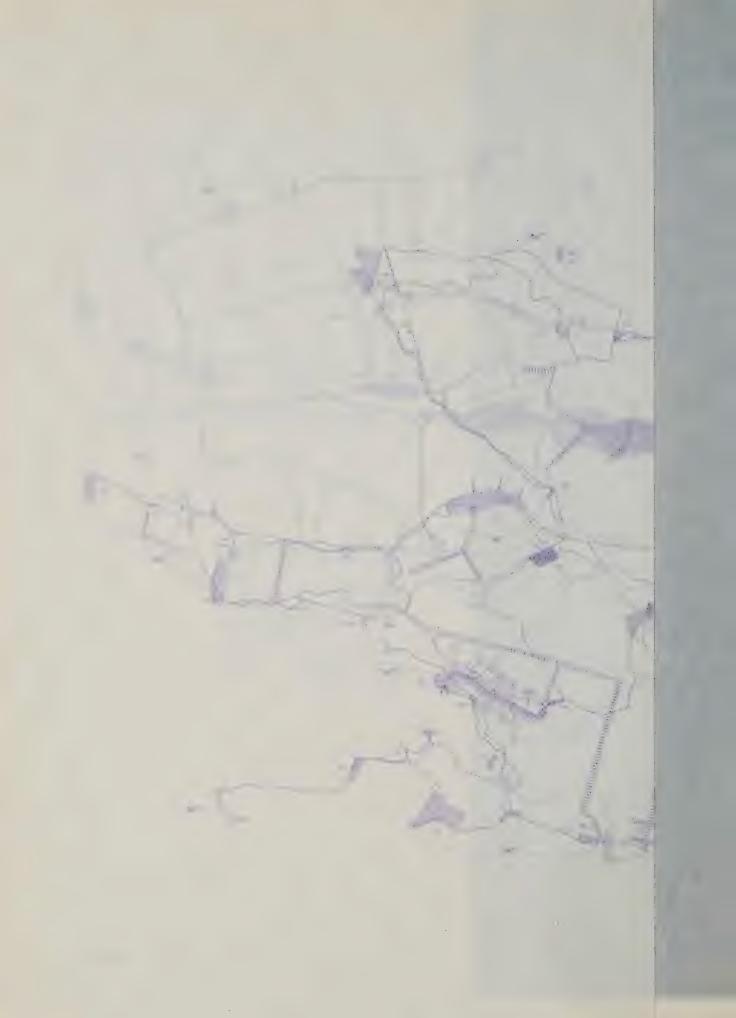
EXISTING AND PROPOSED CONSERVATION AREAS AND PROPOSED RECREATION ROUTES

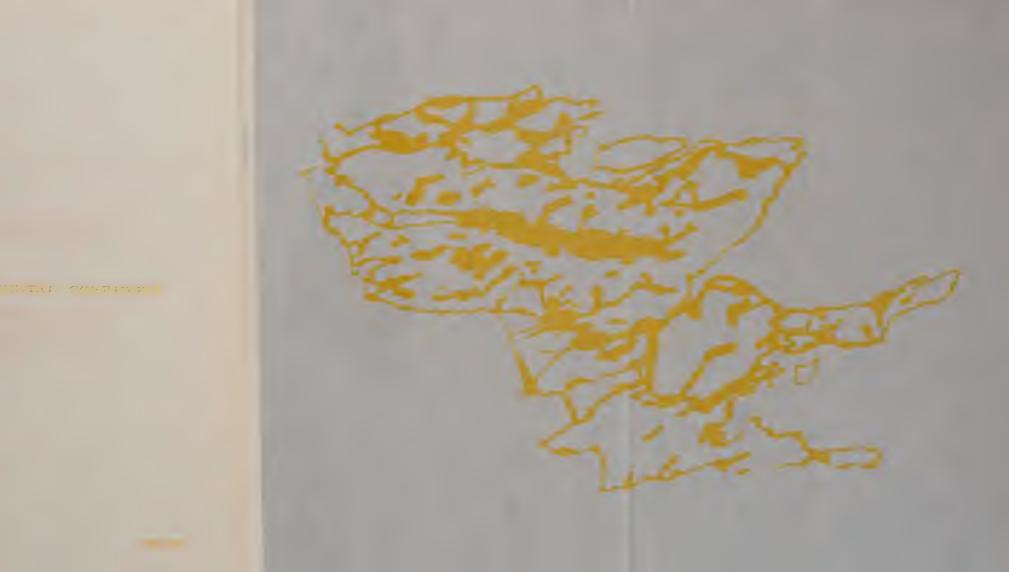
- LEGEND -

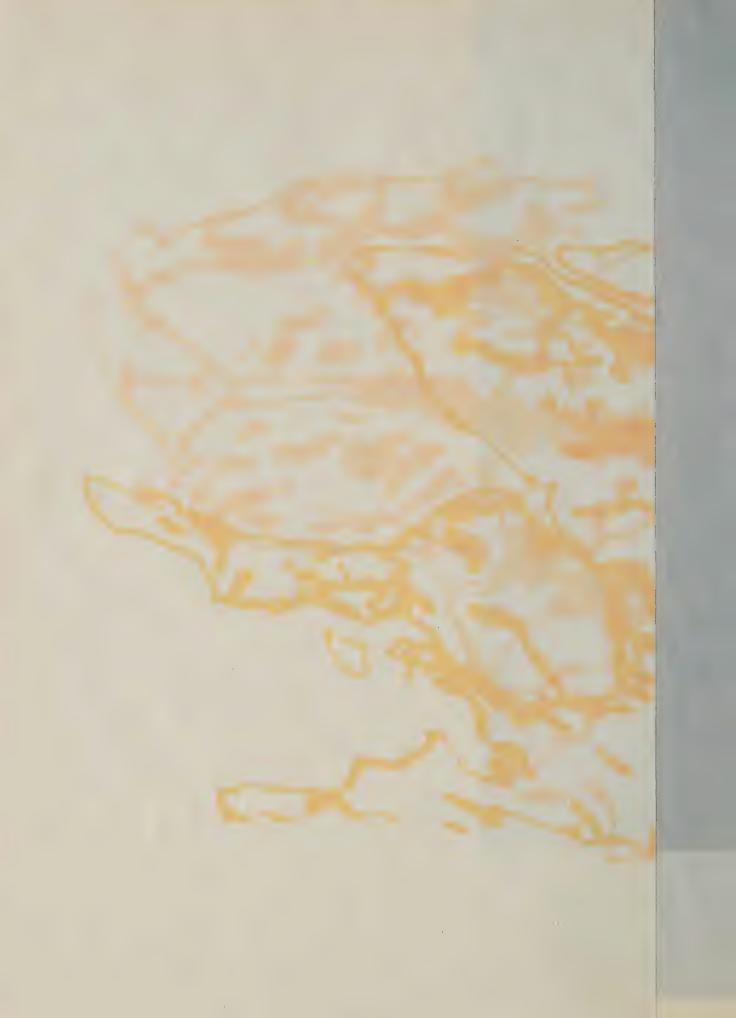
EXISTING CONSERVATION AREA
PROPOSED CONSERVATION AREA
HIGHER TRAIL
SCENAR ROUTE
CANCE ROUTE
CANCE ROUTE
ON-ROSS ALMERICS
SNOWMOBILE TRAIL WITH ACCESS PART

ON-ROSS ALMERICS
FOR THE TRAIL
FOR THE TRA





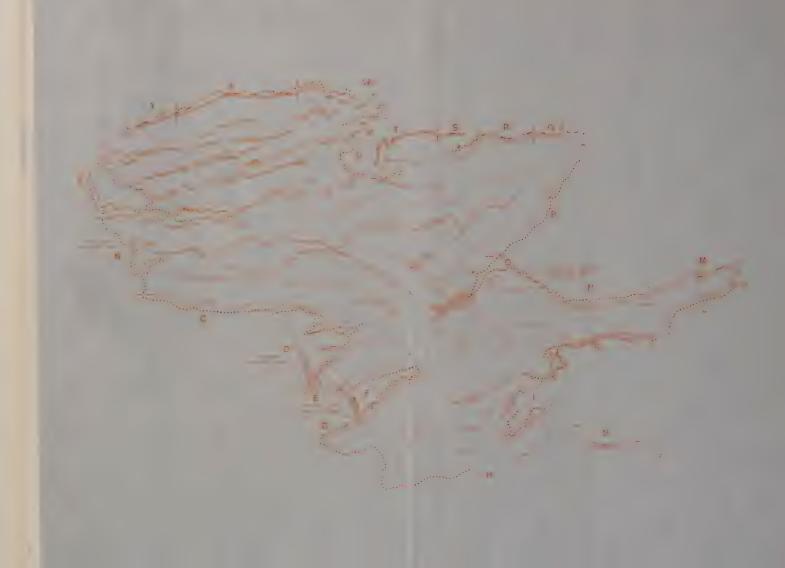


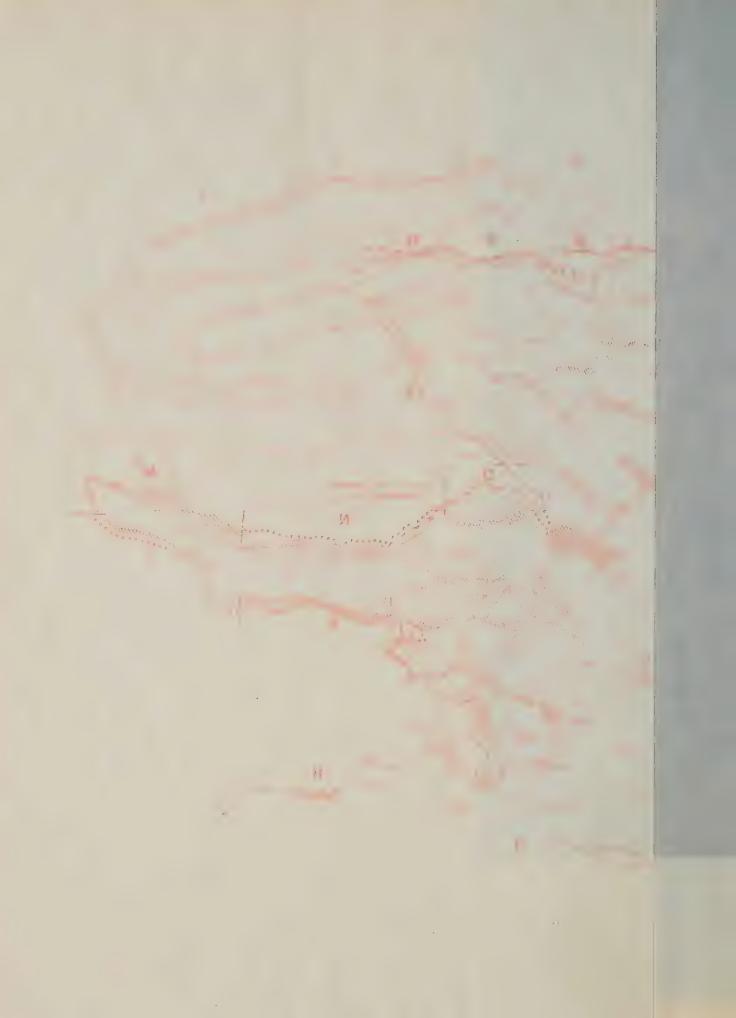


COTTAGE AND URBAN DEVELOPMENT

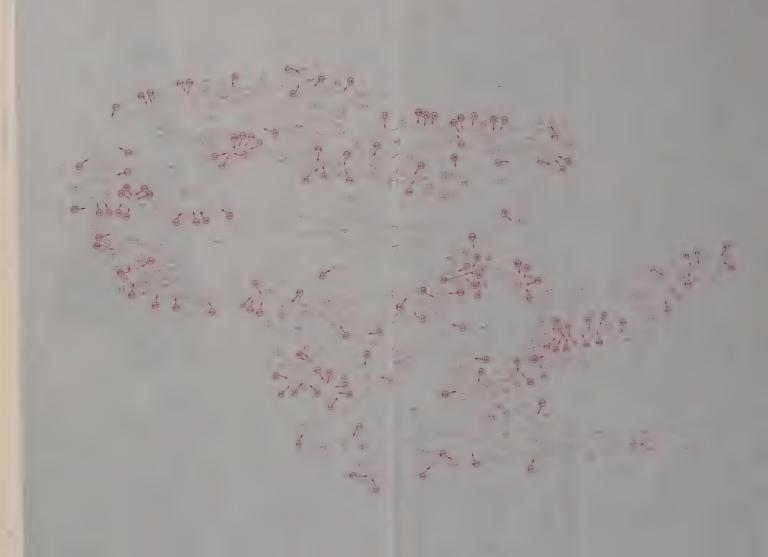
-LEGENE

NO EXITAGE DEVELOPMENT STEED A.
WITCH CITYAGE TEVE PMENT FORCE
HIGH TITTOGE EVELOPMENT POTENT A.
METER THE FIRST PRESENT POTENT A.





A.R.D.A. RECREATION LAND CLASSIFICATION AND EXISTING RECREATION FACILITIES







VEGETATION



PROMINENT LANDSCAPE FEATURES

LECENO

SAND DAYES
SHORE CLIFFS
SHORE CLIFFS
SHORE CLIFFS
SHORE CLIFFS and ESCARPMENT
SHORE CLIFFS and ESCARPMENT
SALEY LEADS
VALLEY LANDS





STREEL TOOLS FIG. 15



